



January 2003

Newsletter of the Worcester Area Pilots Association

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2003 Event Schedule

WAPA Meetings are held the first Thursday of each month. Meetings start at 7:30 pm, and are held at the American Legion Tatnuck Post, 570 Mill Street, Worcester (Across from Airport Drive). The schedule for the 1st half 2003 follows:

(Mark your calendars now!)

- ◆ **February 6th – Social Meeting, Food and Refreshments. Discussions on Outreach Activities**
- ◆ **March 6th - TBD (Tentative – Avionics)**
- ◆ **April 3rd, FAA Safety Seminar, Airspace.**
Business meeting: Nominations
- ◆ **May 1st – Annual Meeting, Elections, Briefing for Young Eagles Day**
- ◆ **May 3rd– Southbridge Airport. Young Eagles / AOPA Mentor Day. (May 10th – Rain Date)**
- ◆ **June 5th – Social Meeting, Flyin Planning.**
- ◆ **June 21st – Flyin / Picnic at Southbridge**
- ◆ **July 3rd, FAA Safety Seminar (Tentative: Oshkosh Flight Planning)**

Changes at Worcester

Gate vehicle access **has been restored!** Things are pretty much back to normal. To gain drive-on access requires a 10-year criminal history background check. Once the badge and gate card are issued, there is no need to sign in to access the field.

WAPA Member Survey

The results from the WAPA survey are on the web at (<http://www.worcesterapa.org>). Look in the “Older Stuff” section at the story posted on November 21st. The survey provided good input on what the membership considers important, and it resulted in our emphasis on the Outreach activities.

Youth Outreach at North High School

The WAPA Outreach committee is happy to report a very successful first event with nine sophomore students from North High School. Following a 3-week study program on the principles of flight, I visited with the students Thursday January the 9th to field questions and provide a brief outline of the following days activities. WAPA volunteers picked up the students and their Science Teacher Mr. Mike Haddad at 7:45 Friday and brought them to Amity Flight School. During their visit all students had the opportunity to utilize the flight simulator, learn the flight planning and weather briefing process, and tour the maintenance bay. Students were also brought out on the ramp and allowed to sit in an airplane and get the feel of the controls.

Although the "Flight Experience" under the auspice of the EAA Young Eagles Program had to be rescheduled to off school hours, six of the nine students signed up and as of this writing two have already flown. Due to the success of this event and the interest we have shown in these young people, WAPA has been invited to partner with North High in their new program to divide the school into four main areas of curriculum focus.

I would like to personally thank Dwight Earnest, Brad Miller, George Clark, Jim Sasena, Larry Pray, Rich Tedesco and Marc Cantonese for their support and donations of time, money and aircraft. WAPA would also like to thank Jeff Gulick of Amity Flight School for the use of his facility and Doug Robinson of Swissport for the offer of discounted fuel for the flights.

Jack Kvalita - Chairman Outreach Committee

Meeting Notes

The December meeting was snowed out. 7 brave souls attended, including the speaker, so a short meeting and some personalized first aid training was held.

The January 2nd safety seminar was well attended with 30-40 attendees. The topic was “Mountain Flying”, and Bob Martens as always was a great speaker. The most startling footage was that from a video camera recovered from a wreck, only discovered several years after the plane was lost. The pilots filmed their final flight.

Southbridge Outreach Event

The Worcester Area Pilots Association (WAPA) is sponsoring a **Youth Aviation Day at Southbridge Airport** to promote the exciting field of general aviation to youths between the ages of 8 to 18. WAPA pilots will be on hand to guide these young people through the preflight process and an actual flight over the skies of central Massachusetts.

If the interest and enthusiasm from the North High events is any indications, we expect this to be a well-attended event. EAA and AOPA members are needed to volunteer their time and aircraft. We will have more information on this at the February meeting.

If you want further information, send email to outreach@worcesterapa.org

Member News

George Clark reports: I passed my Instrument checkride on January 7th. CFII was Bill Matukaitis, and the examiner was Royal Griffin. The checkride was at Robertson field in Plainville CT. Much to my surprise, I had to make use of it on the return flight home. It was beautiful VFR over Hartford, but there was a wall of clouds up toward the Mass. State line. Worcester was 900' 5 miles, blowing snow. Should I scud run?????

I called Bradley and asked for clearance, which was granted. I was #4 for the airport, sqawk 304, climb to 4000, (putting me right in the soup). Rather than hold, they vectored me up to Sterling, back over ORH, then west, and finally east, cleared for the ILS 29. (My Garmin told me where I was.) It went well. Luckily, flying with Bill, I had gotten over 5 hours actual instrument time, so this was not too disturbing. After I landed, and had shut down, I noticed a vehicle approaching with flashing lights. (Now what did I do?) Eric Waldron had called the tower, heard that I was IFR, and had come over to offer his congratulations on my first IFR flight. A great end to a stressful day.

Cary Dillman reports: It was just another night at the WAPA meeting when we were still doing doorprizes, that I had the good luck of winning an hour of aerobatics in a Decathlon with our own renowned aerobatics instructor Bill Matukaitis! Never having done aerobatics before, I wasn't even quite sure exactly what a Decathlon was but as I am always up for a challenge. I was thrilled and called Bill the next day to set up the flight. Bill asked me all sorts of questions about my piloting experience and background (he was assessing the potential barf factor, I'm sure).

I'm a CFII with experience in a variety of aircraft and remembered my spin training in a 152. Bill and I agreed on a game plan of increasingly nauseating maneuvers with me doing the flying (no passenger stuff for me!!). Bill asked that I eat lightly that day and above all, no hangover!!



Cary, I'm never letting you set up unusual attitudes again!

A few weeks later I arrived at Spencer Airport to claim my prize. As Bill took me through some preliminary ground instruction, I began to realize just how different this stuff was. As the plane rolls to 90 degrees and beyond, the familiar control surfaces take on a whole new meaning.

A G-force gauge would show exactly how much I was being squished when pulling out of a dive, or why I might be light-headed at the top of a loop. There are different places to look to make sure the plane is coordinated during maneuvers. I had no idea really how my stomach would take to all this. It all sounded very exciting, however, and pretty soon I was laboriously strapping on the red parachute harness that weighs a ton.

We had done a preflight during which Bill showed me all the extra features (struts, cables etc.) on the plane that enable it to handle much higher positive and negative G-loads than the usual small aircraft. The high wing still has the familiar curvature that would mean that during inverted flight, the lift-generating efficiency of the wing would be greatly reduced. There was an oil and fuel system for inverted flight that would maintain flow for a short period of time. The two seats are front-to-back with the throttle control below the left window, there's a stick, and a large window on the top. Other than that, the controls and instrumentation are conventional (well, there IS that G-force meter...).

After spending some quality time hoisting ourselves (did I mention that the parachute harness weighs A TON??) into the seats (Bill in back, me in the front) and dealing with the gazillions of seatbelts (the harness latches directly to the seat so that you stay attached while you're upside down which is a good thing but there's a quick release just in case you have to bail out, yikes!), we were finally on our way, taxiing. Part of what I wanted Bill to teach me was tailwheel operations leading to an endorsement so we spent some time taxiing up and down the runway. Before long, though, we decided it was time to get to the neat stuff!

We took off and headed in the general direction of Gardner. The position of the Decathlon's nose in level flight tends to be somewhat lower than what I was used to but the handling characteristics were terrific: very responsive and light, a joy to fly. Then Bill took the controls and started off with an aileron roll demonstration - a 1 G maneuver throughout. He lined up the nose on the city of Worcester, up and over to the left we rolled, all the way around - holy cow, I loved it !! Then it was my turn to try - Bill talked me through what I needed to do and...I did it! It was awesome, it was great, it was FUN, and I was hooked. (always an expensive proposition in aviation...!) No stomach problems whatsoever! Any nervousness I had before vanished!

This awesome introduction to aerobatics was followed by several more maneuvers with Bill checking on my nausea level after each one - but I never did get even the slightest bit queasy, just absolutely loved the feeling of freedom from conventional airplane boundaries knowing that the Decathlon is built to withstand this kind of stuff.

We did spins (I was used to those but I worried far less about the wings coming off), loops (so much fun, seemingly easy to do but hard to get exactly right, always the perfectionist), slow rolls (uses all the control surfaces - hard to do, very challenging), inverted flight (you have to push hard forward on the stick to keep the nose up to compensate for that reduced lift with a higher angle of attack, and the nose needs to be above the horizon which of course you're looking at upside down ...gets a little confusing !), and hammerhead stalls (not a real stall, the wing is flying throughout), and before too long, the hour was up and it was time to get back to reality and return to Spencer.

After landing and tying up the plane (in between those events of course we had to disengage ourselves from those parachute harnesses...), Bill did a post-flight briefing and then asked the fateful (and expensive...) question: did I want to go again?? Well, is the pope Polish, do cows moo...OF COURSE I wanted to go again!!

I've since had four more lessons, got signed off on the tailwheel endorsement, bought a book to study the maneuvers, and emailed Patty Wagstaff. At Oshkosh 2002, I made everybody nuts during the aerobatic part of the daily airshows, itching to want to try some of that stuff, and being in awe of those high-performance aerobatic planes: they pull 10 G's at the bottom of their dives, just mere feet above the runway! Hard to even imagine!

With the onset of winter and some personal issues in my life, I haven't been able to do much aerobatic flying lately, but as any certificate and ratings chaser knows (oh well, we could all be addicted to worse things), it's just a matter of time before I get back to it. And, Bill, if I didn't get some of the details right, I'm sure you'll yell at me from the back seat when I do get back to it (just kidding, Bill doesn't yell...much).

Web News

The WAPA website (<http://www.worcesterapa.org>) can always use more news and stories. We have begun posting minutes and member reports from the Worcester Airport Commission meetings. If anyone has minutes or reports from your local airports, please submit them! The web site is an open forum for WAPA Members.

WAPA runs a number of mailing lists. These lists are not open to SPAM, and WAPA will not sell or share your email addresses with any other organizations. You can find out more on the "email lists" link in the upper left "WAPA Online" box on the web.

Want an impromptu flyin? A Safety Pilot? Members can reach other WAPA members by sending email to wapa@worcesterapa.org

President: Dominic Scalera
Vice President: Larry Pray
Treasurer: Rich Tedesco
Clerk: George Clark

Director: Michael Berry
Director: Paul West
Director: Cary Dillman
Director: Jack Kavlita
Director: Ray Davis

You can contact the officers and board by sending email to feedback@worcesterapa.org

Membership

Membership in WAPA is \$35.00 and runs from May to May. If you have not yet joined WAPA, **please take the opportunity to sign up now!** As a special offer, if you join now, **we will include 3 months free**, with your membership running from February 2003 through April 2004. You can submit your membership using the below form, or you can sign up on the web at **<http://www.worcesterapa.org/signup.form>**

WAPA needs your help with committees. The Young Eagle efforts have been very successful, but we need more involvement to expand the program. I'm sure that everyone who participated will agree that the enthusiasm of the kids was very rewarding. We also want to take a more active role monitoring political activities around our local airports. Please don't hesitate to volunteer.

Worcester Area Pilot Trivia

In a 25-mile radius of Worcester, there are 1309 pilots with current Medical Certificates. Framingham wins with 74 pilots, and Worcester is a close 2nd with 73.

The runners up are:

- Leominster - 50
- Sudbury - 49
- Shrewsbury - 47
- Marlboro - 45

With this many pilots in easy driving distance, WAPA has a real chance at success. If you have an interest in General Aviation and want to participate, please Join now.

Questions? Interested in email meeting announcements? Send an email to feedback@worcesterapa.org

Worcester Area Pilots Association Membership Application

Please fill in the information below. (WAPA member information will be kept private, and is not provided to any other organizations.)

Name: _____

Address: _____

City: _____ **ST:** _____ **ZIP:** _____

EMAIL: _____ **Phone:** _____

Own/Rent: **Make/Model** _____ **Based at:** _____ **N#:** _____

Certificates / Ratings (Circle all that apply):

Student Recreational Private Commercial Instrument CFI CFII ATP

Wings Phase: I II III IV V VI VII VIII IX X IX XII _____

Are you a member of other pilot organizations? AOPA EAA Other: _____

What form of communication would you prefer? Email US Mail

Dues are \$35. Please bring the application and dues to the next meeting, or mail the completed application and a check for \$35 payable to WAPA, to:

Worcester Area Pilots Association
Richard Tedesco - Treasurer
13 Quobaug Avenue
Oxford, MA 01540