



CHAPTER 613 September 2006

(Chapter 613 web site)
www.eaa-chapter613.org

News and Views: Tom Edwards

My classes are over and so is the summer as the cooler weather is starting to move in and hopefully some beautiful fall flying weather. I have enjoyed a little more flying this summer than in the past even with all my classes. I even got my boat down to the boat house for the air show and had the opportunity to watch the Extra 300 in practice from my dock at home with a cold one in my hand. My cell phone has been retired so e-mail and my home phone is the only way to get a hold of me.

My retirement was short-lived as expected and I'm now teaching grades 5-8 at Project Soar in St. Albans Bay. I'll have a supply of kids for Young Eagle Flights and my classroom is only a short drive from FSO for my 172. As I write this my annual is finishing up and it's time to burn up some avgas.

Don has a great idea for a bar-b-cue at FSO. Hope all up can get to him and volunteer our services. We are also planning our first get together, pot luck in Shelburne, coming up in October.

Remember, I'm cutting off the Newsletter the first of the month for publication right away. If you want to get the word out help me out. As I drop this in the mail, September 5th, Jimmy Dolittle was the first person to cross the US in less than 24 hours back in 1922.

Flight Advisor Corner: Hobie Tomlinson

Flying with Floats – Part III

This month we will continue our **Flying with Floats** series with **Taxiing** and **Sailing**. Last month we finished **Preflight** and **Briefings**; now we are ready to “go flying.”

Starting procedures for seaplanes differ from land planes because the seaplane needs to be pushed away from a dock by the pilot. Once the seaplane is pushed away it becomes a “free floating” object. It will move with the wind and current until the engine is started and sufficient speed obtained to provide “steerage” by the water rudders. Thus procedures are used to minimize the time between launching from the dock and having the engine running.

Prior to launching from the dock, all **Preflight Items** and **Passenger Briefings** need to be completed. Complete the Before Start checklist, have all passenger fasten their seat belts, prime the engine for starting, then leave the cockpit to finish untying the aircraft from the dock and “shove off”. Once clear of the dock, quickly return to the pilot's seat, turn on the master switch and magnetos; verify the propeller area is clear and start the engine.

If the seaplane is one that must be hand propped, this is done from behind the propeller while standing on the right float. The right hand is used to pull the propeller thru, while some part of the aircraft structure is firmly grasp with the left hand

to maintain balance. It is suggested that these aircraft be started with the fuel selector in the “OFF” position to limit the distance they will travel, should you slip off the float while starting.

Once the engine is started, check oil pressure, set idle rpm, verify the fuel selector is “ON” and selected to the proper tank, the water rudders are down, and start the seaplane taxiing in the desired direction. Then fasten your seat belt, shoulder harness, and secure the door.

If a qualified person is available to help launch the seaplane, this will allow the pilot to be strapped in and the door closed when the seaplane is launched. It is important for the helper to be experienced in handling seaplanes; otherwise an innocent mistake can cause serious damage to the seaplane and nearby boats (or other seaplanes).

Taxiing a seaplane is different than a taxiing landplane because the seaplane is always in motion, and there are no brakes! Once the seaplane is launched, it is a free floating object constantly moving on the water surface due to the effects of wind, current, propeller thrust and inertia. It is very important for pilots to familiarize themselves with the existing wind and water conditions before launching a seaplane. Then plan an effective course of action which allows staying mentally ahead of the seaplane.

Three basic taxi procedures are used to move a seaplane on the water which are differentiated by the position of the floats in the water and the speed of the seaplane. These are the idling or displacement position (**idle taxi**), the plowing position (**plow taxi**), and the step or planning position (**step taxi**).

Idle Taxi is used for moving the aircraft for short distances and in congested areas. During idle taxi (displacement position) the entire weight of the seaplane is supported by the buoyancy of the floats and the seaplane attitude on the water is the same as when it is at rest. During idle taxi the water rudders are down (in the water) and are the primary means of controlling the taxi direction. The engine rpm is kept as low as possible to control speed, to minimize spray damage to the propeller, and to keep the engine from overheating. When an especially low rpm is desired to control speed, such as approaching a dock, a slightly lower idle rpm may be obtained by applying carburetor heat and operating the engine on a single magneto for short periods.

During idle taxi the elevator control should be held in the full aft position, keeping the nose as high as possible to minimize spray damage to the propeller and keeping more of the water rudder(s) in the water to improve maneuverability. The exception to this is when taxiing downwind with a strong tailwind component; the elevator is then moved forward enough to prevent the wind from lifting the tail and possibly flipping the seaplane over.

Boat wakes should be crossed at a 45 degree angle during idle taxi to minimize pitching and rolling motions. The maximum taxi speed in this position should be around 5 knots, to minimize spray damage to the propeller. It is especially important to keep the slowest possible speed in congested (or confined) areas because the inertial forces at higher speeds will cause the seaplane to coast much further and even minor collisions with objects in the water can cause serious damage.

Turns during idle taxi are made using the water rudder(s) which move in conjunction with the air rudder. The water rudders are always down (in the water) during idle taxi. The ailerons are positioned the same as they are in a landplane during taxi. Because of torque, left turns are easier and can be made with a tighter radius than right turns. In calm or light winds most seaplanes can be turned within the radius of one wing span. The slower the speed, the more effective the water rudders are because they work in relatively undisturbed water. At higher speeds the float wake tends to reduce the effectiveness of the water rudder(s) plus the dynamic pressure of the water tends to partially retract the water rudder(s) and may cause damage. As the wind speed increases the natural tendency of the aircraft to weathervane will increase and will overcome the ability of the water rudders to turn downwind during idle taxi. For this reason, idle taxi turns can only be made to a downwind direction during calm or light winds.

When approaching a dock or mooring, the engine is stopped at a distance from the dock or mooring which will allow the inertial coast of the seaplane to be just about expended when the object is reached. Shut down the engine too quickly and you risk uncontrolled drift into objects (or the need to paddle to the dock). Shut down the engine too late, and you risk striking the dock with too much speed (and force, possible damaging the floats) or overshooting the mooring.

Plow Taxi is a momentary taxi position that has two uses. It is used to transition from idle taxi to step taxi and it is one method of turning a seaplane downwind in stronger winds.

The plow taxi is achieved by applying power with the elevator held in the full aft position. This causes the center of buoyancy of the floats to shift aft, due to the increased hydrodynamic pressure on the float bottoms and the downward force of the tail. This will transfer more of the seaplane's weight to the narrower area of the floats behind the step, causing the sterns of the floats to sink further into the water and raising the bows.

The plow taxi creates high drag that requires a relatively large amount of power for a small gain in speed. Because of this, it causes a rapid heat buildup in the engine and exposes the propeller to a high risk of spray damage. The low airflow and high power will rapidly overheat the engine while the high bow angle of the floats causes a lot of spray to occur. Thus, plow taxi is only a momentary taxi position which occurs during the transition from idle to step taxi and is one method of turning downwind in higher winds.

When wind increases to the point the seaplane will no longer turn downwind during idle taxi, a plow turn may be used. In rough water or gusty winds it is safer to sail the seaplane backwards, rather than attempt a plow turn. Seaplanes are least stable in the plowing attitude and very susceptible to capsizing!

During plow turns the controls are crossed, as when slipping an airplane. This is because the drag of the down aileron assists the air rudder in making the turn. To initiate a plow turn, begin by starting an idle turn away from the wind to the right. The control position would be right rudder and left aileron. When the seaplane has turned to the right as far as it will go, reverse the turn with left rudder. As the seaplane comes back into the wind, move the elevator full aft, apply full right aileron, and add power. The plowing position now shifts the center of buoyancy aft which reduces the weathervaning tendency of the aircraft. This plowing position, plus the inertia of the turn, and the torque effect of a left turn will provide enough force to cause the turn to continue through the wind to a downwind direction. As soon as the turn is completed, reduce the power and return to idle taxi using the water rudder(s) to control heading. The water track of a plow turn (while seen from above) will resemble a question mark.

Sailing is a method used to guide a seaplane on the water while using wind as the main motive force. It is used for maneuvering the seaplane in situations where wind makes conventional taxiing undesirable or impossible. Because seaplanes automatically weathervane into the wind, they are sailed backwards!

To sail the seaplane, it is positioned upwind of the desired location and allowed to weathervane into the wind. The water rudders are retracted. Their effect is reversed when moving backwards through the water and the hydrodynamic water pressure from the rearward motion can damage them. The air rudder is now used to swing the nose of the seaplane a few degrees out of the wind, causing the wind to push the seaplane rearward in the direction the tail is pointed. This is due to the keel effect of the floats pushing the seaplane in the direction the sterns of the floats are pointed. If the wind is strong and rearward speed starts to pick up, the sterns of the floats may start to submerge. To prevent this, apply forward elevator to help lift the tail and apply some power to slow the rearward speed.

When enough power is used to precisely cancel the rearward motion caused by the wind, the seaplane may be sailed sideways. Because keel effect disappears when the aft motion stops, turning the nose a few degrees out of the wind will cause the seaplane to move sideways in the direction the nose is pointed.

Step Taxi is a high speed taxi used to cover longer distances in open areas. During step taxi (planning position), most of the seaplane's weight is supported by the hydrodynamic lift of the floats (much like a water ski). To initiate a step taxi, the seaplane is placed in a plow taxi with full power and full aft elevator. When the nose has reached its maximum pitch up position, the elevator is moved forward [to allow the floats climb the bow wave and assume the planning position]. Power is then reduced to a setting which will maintain the seaplane's speed but will prevent further acceleration to flying speed. Once "on the step," the pitch of the aircraft is adjusted to (and maintained at) the attitude which produces minimum float drag. A higher attitude will cause additional drag from the aft body of the floats, while a lower attitude will cause additional drag from the bows. This proper pitch attitude is termed the "**sweet spot**." Step taxiing usually takes about 65% power. Prior to initiating step taxi the water rudders are retracted as the hydrodynamic pressure of step taxi will damage them.

Step taxi should only be used in areas where there is sufficient water depth and no hidden obstructions or floating debris. Bottoming the floats at high speed will damage them and is likely to flip the seaplane!

Step taxi turns are made using the air rudder and ailerons while maintaining a precise pitch attitude with the elevator. Because centrifugal force during a step turn tends to push the outside float deeper into the water, full aileron into the turn is used to mitigate this effect. When making a step turn downwind the seaplane is more stable because the centrifugal force of the turn and the wind cancel each other. The hazardous step turn is into the wind, because now both the wind and centrifugal force are working together to lift the inside wing and push the outside float into the water. Strong winds present a real danger of lifting the inside wing and/or submerging the outside float during a step turn into the wind, thus capsizing the seaplane! If the inside wing “lifts” during a step turn, immediately reverse the turn and close the throttle! Tight turns produce more centrifugal force and may even cause the floats to move sideways through the water, dramatically increasing the water drag and reducing the speed.

To end a step taxi, reduce the power to idle and apply full aft elevator. The additional drag from the float “aft body” will rapidly transition the seaplane back to an idle taxi.

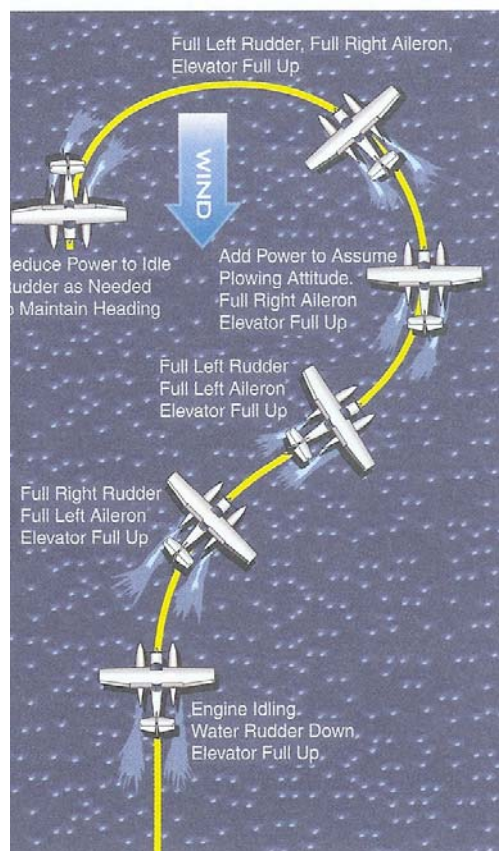
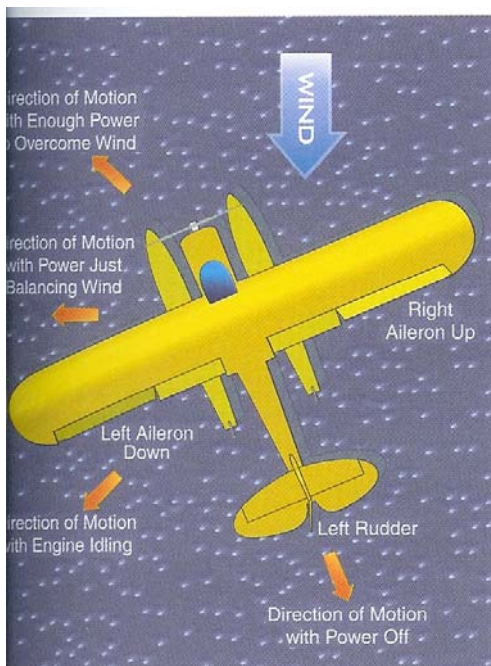
This brings us to our stopping point for this month. Next month we will continue the series with **Takeoffs**.

The thought for the month is **“Truth never fears error, but error must always fear truth!”** So until next month, remember to **Think Right** to **FliRite!**

Diagrams from FAA-H-8083-23

The Plow Turn

Sailing the Seaplane



Safety Tip by Don Taylor

Keep your edge when flying with and instructor. Don't abdicate your pilot in command responsibilities to the person in the right seat!

Flight Advisor Corner: Hobie Tomlinson

Flying with Floats – Part IV September

This month we continue our **Flying with Floats** series with **Takeoffs**. Last month we discussed **Taxiing** and **Sailing** the seaplane.

Seaplane Takeoffs have four distinct phases:

1. Displacement Phase (low speed)
2. Plowing Phase (the hump ~ transition)
3. Step Phase (planing ~ high speed)
4. Lift-Off

The Displacement Phase was previously discussed in taxiing. At low speed the seaplane's weight forces the floats down into the water until they displace a volume of water weighing exactly the same as the seaplane. The water line on the floats is an indicator of the relative weight of the seaplane. The water line moves up on the float as the seaplane's weight increases. Pilots should be very familiar with the normal water line for their particular aircraft; it is a great check for a leaking float or improper loading!

The area of the float below the water line is the "wetted area" and increases as weight increases. Increasing the "wetted area" of the floats dramatically increases water drag and decreases the stability of the floats. This is the reason that heavy (or under-floated) seaplanes are more difficult to operate on the water and require better pilot technique. The reverse is true of over-floated seaplanes, which is why that combination is so popular.

The Plowing Phase begins as power is applied for takeoff. When the seaplane's speed begins to increase through the water, the shape of the forward portion of the float transforms the horizontal movement through the water into an upward lifting force called hydrodynamic lift. The floats do this by diverting the passing water downward, creating the equal but opposite reaction of hydrodynamic lift (Newton's Third Law of Motion).

Hydrodynamic lift - when combined with the tail downward force created by full up elevator - pushes up the front of the floats, increasing the seaplane's pitch attitude and moving the center of buoyancy aft (as in the plow turn). The aft portions of the floats are now pushed deeper into the water, creating more "wetted" area and drag. The water drag is highest during the plow phase and acceleration is quite slow. It is the plow phase that most often limits the weight a seaplane can lift from the water. An overweight, underpowered, or under floated seaplane will not have enough thrust to overcome the water drag in the plow phase. These seaplanes will reach an equilibrium point (below the "Hump Speed") where water drag and propeller thrust are equal and cease to accelerate.

The "Hump Speed" is that speed where the floats generate enough hydrodynamic lift to transition to the Step (or planing) Phase and lift the floats up on top of the water. When the hump speed is reached, the floats begin to rise up out of the water. The up elevator control is relaxed, allowing the float bows to lower and raising the portion of the floats aft of the step out of the water.

The Step Phase begins after the hump, when the portions of the floats aft of the step are out of the water. The floats now act much like a water ski, generating enough hydrodynamic lift to lift the portion of the float forward of the step up until the water line is below the chine. This greatly reduces the "wetted area" and hence water drag. With the lower drag, there is again an excess of thrust and the seaplane begins to accelerate, generating aerodynamic lift. As the seaplane accelerates, more of the weight is supported by the aerodynamic lift of the wings, lifting the floats further out of the water and reducing water resistance.

Porpoising is the term used to describe a dynamic instability, which floats can develop during the step phase. Seaplanes will remain stable in the step phase only if the floats remain within a small range of tolerable pitch attitudes. When operating on water, it is the floats that determine acceptable pitch attitudes, not the wing!

If the attitude of the seaplane is too high during the step phase, the portion of the floats aft of the step will contact the water. This will dramatically increase water drag and cause the seaplane to decelerate, preventing liftoff.

If the attitude of the seaplane is too low during the step phase, a wave builds up under the bows of the floats. When this wave becomes large enough, the front of the floats ride up over the wave, pitching the nose up. As the float step passes the wave, the float bows abruptly pitch downward digging more deeply into the water. The cycle is again repeated setting up a rhythmic pitching oscillation which increases in amplitude with each cycle. If this dynamic instability is not promptly corrected, it will increase in amplitude until the bows of the floats dig in and the seaplane capsizes!

Porpoising when wind is present may cause a premature lift-off and subsequent stall, causing the bows of the floats to dig in and capsize the seaplane. Porpoising may also be initiated by crossing a boat wake or swell while on the step.

Porpoising is stopped by applying up elevator to prevent the bows of the floats from “digging in” to the water and maintaining it until the Porpoising stops. If the Porpoising does not stop in a couple of oscillations, reduce power, apply full up elevator and abort the takeoff. Porpoising usually does not start until the floats are a couple of degrees outside the acceptable planing angle range and usually will not stop until the floats are returned to a couple of degrees inside the acceptable planing angle range.

Lift-Off occurs when the aerodynamic lift is sufficient to support the weight of the seaplane plus overcome the suction created by lifting the floats out of the water. In some cases such as glassy water or a low powered, heavily loaded, or under-floated seaplane, difficulty is encountered in obtaining enough speed on the water to generate the lift required to overcome weight plus float suction. In these cases, lifting a single float out of the water with aileron control or circling back across the seaplane’s wake may reduce float suction enough to allow takeoff. In extreme cases the seaplane may reach equilibrium speed below that required for lift-off and a takeoff is not possible under the existing conditions.

Seaplane Takeoffs come in six different flavors:

1. Normal
2. Crosswind
3. Downwind
4. Glassy Water
5. Rough Water
6. Confined Areas

Normal Takeoffs will comprise the majority of our seaplane operations and are the choice whenever we are not forced into one of the other types by some overriding condition. Normal takeoffs are made into the prevailing wind. Wind direction can be determined by flags, rising smoke, waterfowl, moored boats, and reading the water. Waterfowl almost always align themselves into the wind and a moored boat will point into the wind unless it also has a stern anchor deployed.

In unfamiliar water, be sure to taxi the takeoff path first, checking for submerged or nearly submerged obstructions such as floating debris, pilings, underwater rocks or shallow water.

Verify the takeoff area is free of swimmers, wind-surfers, jet-skis, kayaks, canoes, boats and any other kind of water traffic. Insure that fast moving and maneuverable water craft such as jet-skis and powerboats are far enough away to prevent them from crossing in front of the seaplane during the takeoff run. Also check the sides for overtaking water craft which could pass and cut in front of the seaplane. Other water users do not understand the seaplane’s speed and relative lack of maneuverability during the takeoff run and can be expected to make foolish choices when close enough to do so! Also encountering boat wakes during the takeoff can cause hazardous pitching and rolling moments as well as subjecting the floats to high stresses.

In Rivers or other water where currents are present, the normal takeoff is made with the current unless it would cause a tailwind greater than the current velocity to exist. In that case the takeoff is made into the wind, against the current. The availability of a suitable departure path after lift-off may dictate the takeoff direction irrespective of the factors of wind and current. Be sure to scan the departure path for towers, wires and other natural obstacles. Wires are not easy to see, so look for the associated support structures ~ also do not assume that the colored balls used for wire marking are always on the top wire!

Complete all pre-takeoff checks including the engine runup before stating the takeoff run. Verify the gear is “UP” in amphibious seaplanes! All checks are made while the seaplane is taxiing, including the runup. The runup is made in the plow taxi position with the elevator held full up to minimize spray damage to the propeller. Whenever any significant wind is present, make the runup into the wind to improve engine cooling and the seaplane’s stability in the relatively unstable plow taxi position. Runup checks should be done expeditiously but thoroughly to prevent engine overheating. Once power is reduced the seaplane will rapidly return to idle taxi.

Insure that adequate water distance is available to safely complete a takeoff **and** that a suitable departure path is available after takeoff. Takeoff distances for seaplanes are much longer than landing distances and are always the limiting factor in determining the minimum water area useable for seaplane operations. It is quite possible to land a seaplane in a water area which is too small to safely make a takeoff from!

The seaplane’s wings interact with the water as directional noise amplifiers, thus the noise footprint of a seaplane is always much higher laterally than fore and aft. For this reason it is preferable to takeoff perpendicular to the shoreline rather than parallel to it in populated areas. Once airborne, noise abatement calls for a turning climb over the water (whenever possible) rather than over flying residences at low altitudes and high power settings. Although many seaplanes create less noise than high powered boats, they are very visible and quickly draw noise complaints. In the same vein, do not make repeated takeoffs in the same area when training, but keep moving to different water areas. Common courtesy here will help preserve the right of all of us to operate in populated water areas!

Water Rudders are retracted prior to starting the takeoff as they can be seriously damaged by the buffeting and high dynamic water pressures of the takeoff run when left down.

Apply full power for takeoff smoothly and quickly. Torque and P-factor will tend to force the left float deeper into the water, accentuating the left turning tendency more than in a land plane. Right rudder and sometimes left aileron (the down aileron produces drag while the up aileron is ineffective at low speeds) are used to keep the takeoff path straight. Full up elevator control is held from initiation of the takeoff until the nose reaches its highest point (the hump). Then elevator back pressure is relaxed to allow the seaplane to transition up onto the step.

Once on the step the optimum planing attitude is found and maintained. All seaplanes have a “sweet spot” or optimum planing attitude where acceleration will be the quickest. This is initially found in a given seaplane by slightly varying the pitch attitude while on the step. The change in acceleration can be felt as it increases at optimum and decreases at pitch attitudes above or below optimum. Once the optimum planing attitude is found, it is maintained with elevator control until flying speed is reached and the seaplane lifts off the water.

With glassy water, high density altitudes, heavy loads, low powered or under floated seaplanes, it may be necessary to help unstuck the floats by applying a little back pressure once liftoff speed is reached.

If liftoff speed cannot be reached, it is necessary to lift one float out of the water. Apply left aileron while gently turning right. This allows centrifugal force and torque to assist the aileron in lifting the right float out of the water. Once the float is out of the water, stop the turn and add a slight elevator backpressure. The reduced water drag will now allow the aircraft to accelerate to liftoff speed.

Once out of the water the seaplane will accelerate faster. Establish a pitch attitude to obtain/ maintain the best rate of climb airspeed, retract the flaps and set climb power, then complete the after takeoff checklist.

This looks like a good place to break for this month. Next month we will continue with the other types of seaplane takeoffs. The thought for this month is “A sense of humor is the shock absorber of life.” So until next month, remember to Think Right to FliRite.

Young Eagle Rally

The Dean Memorial Airport is having their annual "Airport Day" which will include a Young Eagle Rally on Saturday, October 7th, with the rain date on October 8th. As you know they were rained out in June. The rally will start at 10:00 a.m. with the pre-flight at 9:45. They plan to have only 10 pilots and also will have a tower operator from the Lebanon Airport coming in to help with traffic and radio communications.

They are looking for pilots to give Young Eagle rides. *If anyone is available to do this, please call Marge Butterfield at 878-6337. Thanks!*

Young Eagles: Donald Taylor

We have only one pilot reporting YE flights for this month.

Donald Taylor with 38 flights!

I got a call from Becky, saying she had about 20 kids that would like to fly, Saturday July 29th at the Homeland Security Hangar at the old Plattsburgh Air Force Base. The kids were given a tour of the airplanes and helicopters and a lecture. After we gave Young Eagles Rides, Bob Sterling was to give rides but he had trouble with his plane. I gave 18 Eagle rides and 5 adults.

Newport Airport had a fly-in on Saturday and Sunday August 5th and 6th. Joe Gardner and I flew over Saturday in the Citabria. We talked with the new FBO and asked about flying Young Eagles on Sunday. He agreed and Joe and I flew back on Sunday in the C182. Joe performed his talents on the paperwork and I flew 20 young Eagles and 10 adults.

Donald Taylor	54
Steve Couzelis	5
Bill Yendrzski	39
Bob Sterling	8
Don Nowakowski	1
George Coy	11
Mike Pecue	31
Ron York	30



The total for this year is 179, just 121 more for this year! We need at least 10 Young Eagle Flights to get credits to see a child to the Air Academy in Oshkosh. We still have time and some good weather ahead. If anyone has some flights since the last newsletter, please let me know!

Montpelier is having a Berlin Home Day Festival on Saturday 23 from 8-5:00 with a pancake breakfast starting at 8:00. I received a call from Jarrod Becker wanting us to fly Young Eagles. I agreed to have some pilots there. He will be advertising the rides so I don't know how many there will be. If you can go let me know!

Calendar of Events

September 7-10 Greenville, ME, 33rd Annual International Seaplane Event - I usually go on the 9th as it is usually the best day.

September 10, Fair Haven, VT. Air Fair New Haven has been cancelled due to the high Insurance Premium. However, there is still a fly-in scheduled for Sunday with free Hamburgers and Hotdogs for those that fly in!

September 30, FSO Young Eagle Flights and Possible Bar-b-cue

Oct 7&8 Dean Memorial Young Eagles see above and call Marge!

RUTLAND EAA CHAPTER 968 EVENTS

Date TBD: Hike to the Camel's Hump B-24 crash site with aviation historian and crash-site sleuth Brian Lindner. Fascinating and strenuous(!) trip and I've heard of some interest in doing it again. If enough people would like to go I thought that late September or into early October might be a good time and I would ask Brian if he would like to take us. Please let me know of your enthusiasm.

"Any Traffic Please Advise" as forwarded to Tomlinson Flight Advisor

The inane practice of using the phrase "any traffic please advise" has become so widespread that the FAA has finally included a "do not do this" in the latest version of the AIM. You will find the following quote at paragraph 4-1-9 G 1 in the latest version of the AIM:

Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating, "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.

If you do not have a current copy of the AIM, you can reference one online at:

<http://www.faa.gov/ATPUBS/AIM/>

Bob Linenweber, ASI

314-890-4864

OPS DESIGNEE NOTIFICATION SYSTEM

Franklin County Airport (FSO)

The pastor at The Essex Alliance Church in Essex Junction VT and Joe Gardner are working together to fly Young Eagles on Saturday September 30. I thought maybe we could fly Young Eagles and have a bar-b-cue up hear this year. I need your input and help. Please let Don Taylor know!

CHAPTER 613
Tom Edwards
PO Box 847
Milton, VT 05468

FIRST CLASS MAIL



September 2006

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Tony Speranza	878-7377	2 Poplar Court, Essex Junction, 05452	asperanza@msn.com
Vice President			
Bruce Uvanni	985-4008	PO Box 324, Shelburne, VT 05482	buvanni@us.uvm.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary and Newsletter Editor			
Tom Edwards	893-5019	PO Box 847, Milton, VT 05468	eaglemountain@wildblue.net
Scholarship Committee			
Frank Gibney	879 7419	1147 Sunset View Rd. Colchester 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868 3809	11 Ferris St., Swanton 05488.	
Technical Counselor			
George Coy	868 2698	116 St. Albans Rd, Swanton 05488	george@gesoco.com
Assistant Tech Counselor & Activities Committee			
John Butterfield	878 6337	721 No. Williston Rd, Williston 05495	airbear@surglobal.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com