



# CHAPTER 613 July 2007

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

## News and Views: Bruce Richardson

Wow, can you believe it's July already? Seems like it was just last month we were still digging out from late-season snow events. Okay... it's actually been a couple of months since the big snowstorm on the 5th of April, and the lesser event on April 12th. Still, it doesn't quite seem fair that summer goes by so quickly.

It sure was a busy June in terms of Young Eagle events... my mea culpa for missing them was my daughter's wedding in San Antonio, TX. Thanks go to Marge Butterfield for putting together some pictures of the events and the "thank-yous" from the Young Eagles themselves (see later in the newsletter).

I got the following notice from the FAA Safety Team, and thought I'd share it with everyone.



**Miscommunications are a Major Cause of Runway Incursions.**  
Notice Number: NOTC0895

### Runway Incursion PD statistics FY2007 versus equivalent period FY2006

FY07 (thru 6/7)		FY06 (thru 6/7)	
Southern Region	39	Southern Region	25
All Other Regions	100	All Other Regions	92

Below is a regional survey breakdown of the 39 runway incursion errors caused by pilots in the region:

- 12 - Entered runway or crossed runway hold bars without ATC clearance\*
- 11 - Issued and read back hold short instructions, then entered runway
- 4 - Landed without ATC clearance
- 10 - Departed without ATC clearance\*
- 2 - Departed from wrong runway

\* A single aircraft is responsible for multiple (2) RIs

Miscommunications are a major cause of runway incursions. Please take a look at the link below, which features information regarding communications with Air Traffic Control.

[https://www.faasafety.gov/files/notices/2007/Jun/Good\\_Radio\\_Communications\\_to\\_Avoid\\_Runway\\_Incursions.pdf](https://www.faasafety.gov/files/notices/2007/Jun/Good_Radio_Communications_to_Avoid_Runway_Incursions.pdf)

An announcement from our Chapter Newsletter Editor Emeritus:

**\*\*\*\*PARTY!!!\*\*\*\***

There will be a pot-luck bar-b-que at Tom and Dawn Edwards, 250 Eagle Mountain Harbor Road, in Milton, August 4th, 5-9pm. We'll supply hotdogs, hamburgers and non-alcoholic beverages. You bring a dish to pass and anything harder to drink. Families welcome! A bathing suit might be nice if the weather cooperates. A call at 893-5019 to let us know you're coming and what you are bringing will be appreciated!

Mapquest can find us but a few extra direction can help. When you find Eagle Mountain Harbor Road follow it a mile. We are on the left behind a white picket fence. (Lake is on the right!) Come up the driveway for backyard parking.

From The North: Come down the Georgia Shore road. About a mile after the Milton Boat Access and before the major turn of Lake road to the East, we are a dirt road on the right.

From Milton: Head north on route 7 past the Arrowhead Dam. Turn left on Lake Road opposite the Dam Store. Travel about 9 miles being careful to bear left after the Large Animal Clinic on the left. If you miss the bend in the road you end up in Georgia Plains and you need to turn around. Eventually you'll see the lake and Eagle Mountain Road is the dirt road on the left.

From The Islands: Follow route 2 across the causeway and take the first jughandle to Bear Trap Road. Travel about 2 miles to a farmyard. Take a left on Littlefield and a left on Cadretract road. The signs are not always there but if you are dodging goats, cows, dogs etc., you are at the right turn! This road travels about 5 miles on dirt, crossing Everest Road (paved) and turning into Bee Bee Hill road eventually ending at Lake road. Left here and a mile to Eagle Mountain Road.

By air or water: We are right on the lake and look out to the south end of Savage Island. We have an extra mooring and a little beach (shale) for the more adventurous coming by boat or floats.

In spite of my earlier comment about summer going by too quickly, one thing is making time drag: waiting for AirVenture 2007! I've got that entire week blocked off as vacation, and hope to get out there (driving) before things officially kick off on the 23rd... so I guess I'll miss yet another Young Eagle-related event (Boy Scouts on the 21st at MPV)... Sorry Don!

## **President's Column: Tony Speranza**

**SHOP NIGHT:** Below is a photo from our May visit to Mike's RV-10 project. The June shop night was nicely hosted by Dave Nichols (snacks & all). Dave is completing an RV-6A which he recently purchased. The aircraft is well along, really in the final assemble stage. It's on the gear, wings attached, panel built and engine has run in the aircraft! Dave has been getting some help from chapter members (Steve Clark etc) and would be flying soon if he wasn't so busy farming. Dave took us on a tour of his farm - 250 acres in Charlotte. Dave built a nice hanger and his choice of runways to use...depending wind & crop conditions. Just a beautiful place. Thanks Dave!

NOTE: Due to everyone's busy schedule we will postpone SHOP NIGHT until end of summer. Our next visit will be **Thursday, September 13.** Details to follow in the August newsletter.

**AVIATION CENTER:** The project is moving along at an encouraging pace thanks to the generosity, dedication and hard work of chapter members. We continue to receive significant material donations. These donations include, truck loads of stone/gravel, deep discounts on concrete, funding for the foundation (including steel work for main door), heavy equipment usage as well as a commitment to supply septic system materials (tank, pipe etc). Don Taylor has been working directly with George Coy in preparing the site, installing water line & plumbing as well as laying out the forms. The foundation plan includes the structural wall which will provide the 2nd floor and classroom space. Luckily we have a lot of talent in the chapter...Don was a builder and George is getting very good at running heavy equipment! Young Eagles day, June 9th, was a BIG SUCCESS for everyone (kids & pilots - all smiling - WOW) and we received an additional \$1,200 in cash donations to support the Aviation Center project. Thanks to all those that donated their time, aircraft & fuel.

**RV-6 PROJECT:** I continue to make steady progress with much help & support from Chapter members, especially Don Nowakowski. I hope to finish final assemble in the next couple of weeks and, if the FAA can accommodate, get the paperwork done and be flying off "phase 1" in July. A trip to Oshkosh could delay things but would be a welcome break...



May Shop Night - Mike Chase's RV-10 project



Tony's RV-6 Gang

## Flight Advisor Corner: Hobie Tomlinson

## Flying with Floats – Part VII

This month we are going to continue our discussion of seaplane landings. Last month we left off with the discussion of downwind landings. This month we will continue with the following:

- **Glassy Water Landings**
- **Rough Water Landings**
- **Confined Area Landings**

**Glassy Water Landings** are probably a close second to rough water operations in causing problems for seaplane pilots. The serenity of the scene - combined with the fact that taxiing and docking will be much simpler due to the lack of wind - gives a false sense of security that can be very dangerous. There are no crosswinds to consider, no rough water, no weathervaning tendencies and the landing can be made in any direction. However, the visual illusions and physical characteristics of glassy water hold potential snares for complacent pilots!

The visual illusions over glassy water can make judging the seaplane's height above the water surface nearly impossible, even for experienced seaplane pilots. The lack of surface features can cause the pilot to badly misjudge flare height. If you flare too high and stall, the seaplane then pitches down and will hit the water with the bows of the floats. This submerges the float bows and capsizes the seaplane. Flare too late or not at all and the seaplane will hit the water at relatively high speed with the bows of the floats. This again drives them under water capsizing the seaplane.

The smooth reflecting surface of glassy water can act as a mirror reflecting the clouds and sky in vivid detail. When the water is very clear, the actual surface may become invisible, leading you to inadvertently use the bottom for a height reference.

The lack of surface texture with glassy water gives it a slightly different physical characteristic. Because the surface has less turbulence, there will be fewer air bubbles between the float bottoms and the water, effectively increasing the wetted surface area of the floats. This increase in wetted area causes higher hydrodynamic drag forces, giving faster deceleration and a more pronounced pitch down tendency upon water contact. This is not a major problem as long as the pilot is expecting it.

It is important that we use approach techniques which will overcome the visual illusions present in calm water. The first method available is to land near the shoreline using the shoreline features as a reference in judging height above the water surface. Be sure to verify that the water is deep enough and free from submerged obstructions by a reconnaissance pass over the desired landing area first. The second method is to make the approach over land, crossing the shoreline at the lowest possible safe altitude, thus maintaining a reliable height reference until near the water surface.

Once adequate visual references are no longer available, immediately transition into a stable descent in the landing attitude. The rate of descent should be approximately 150 feet per minute, which will provide a positive, but not excessive, contact with the water. The key to safety in glassy water conditions is recognizing the need for this type of landing in ample time to set up the proper final approach.

Glassy water landings are always performed with power. In the instance where there are few visual cues and a local altimeter setting is not available, set up the final approach approximately 200 feet above the water. A normal approach is flown prior to this point, at which the seaplane is transitioned to the final approach segment. This is done by raising the nose to the landing touchdown attitude and adding sufficient power to slow the descent rate to approximately 150 feet per minute. Landing flaps should be set, the landing gear verified up in amphibians, and all checklists completed prior to this point. The airspeed should be maintained at approximately 10 knots above stall speed.

During the final approach segment, the aircraft is flying in the area of “reverse command.” The elevator control is now used to hold a constant pitch setting (the touchdown landing attitude) while the throttle is varied to maintain approximately 150 feet per minute rate of descent. The seaplane is flown onto the water in this configuration making, basically, an instrument landing. As a matter of fact, once the final approach phase has begun, the less you look out the window the easier it is to ignore the false visual clues being presented by the glassy water. When the landing heading has been established and the final approach phase has begun, stay inside “on the gauges” and fly a wings level, constant heading, and slow flight descent under power onto the water. (This is similar to the way a touchdown is made in a landplane during a soft field landing. The difference being that with the good visual reference and limited length of a runway, the transition is made at approximately five feet instead of the 200 feet used in glassy water landings.)

The objective in glassy water landings is to have the seaplane ready to contact the water at all times during the final approach segment. When the seaplane is established in the final approach segment, attitude, airspeed and rate of descent are maintained until the seaplane contacts the water. Once established, the attitude, airspeed, and power setting should remain relatively constant, as by its very nature the glassy water landing happens in a no wind environment. All sink rate adjustments are now made with power, and airspeed adjustments are made with pitch (reverse command). The settings should only be changed if the airspeed or rate of descent varies from the target values. The rate of descent will naturally shallow as the seaplane enters ground effect (approximately one wingspan height above the water) and a very slight power reduction may be required to reestablish the 150 feet per minute rate of descent. Closely monitor the instruments and maintain the landing heading (wings level), attitude and sink rate until the seaplane contacts the water.

When the seaplane contacts the water, the first change noticed will be the sound of water impacting the floats, followed by a fairly pronounced pitch down tendency due to the strong hydrodynamic drag on the floats in glassy water. Once the seaplane has touched down on the water, apply a gentle back pressure to the elevator control to counter the pitch down tendency and maintain the landing pitch attitude. **Do not close the throttle until the seaplane is firmly on the water** as confirmed by three methods. 1) Hearing: The sound of water against the floats is heard, 2) Vision: A slight

nose down pitch occurs and possibly sprays from the floats, and 3) Motion: The deceleration force of hydrodynamic drag is felt.

Accidents have happened when the pilot cuts the power while the seaplane was still in the air and hits the water either nose down after a stall or with a high rate of sink. The consequences of either are catastrophic, as both will capsize the seaplane! If the sink rate is allowed to shallow too much when the seaplane enters ground effect, it is very likely to skip off the water and become airborne again. If this happens, just reestablish the final approach values and wait for the seaplane to re-contact the water. Again, do not close the throttle until you have confirmed that the seaplane is firmly on the water!

This technique will produce consistently safe glassy water landings, but uses a considerable landing distance due to the associated long shallow descent. Insure that you have chosen an adequate water area and a landing heading which safely provides the landing distance required.

Glassy water landings can not be rushed; to have a safe outcome, they must be methodically flown! Using the shoreline as a reference when landing parallel to the shore, coming in low over the shoreline when landing perpendicular to the shore, or having an known lake elevation and an accurate altimeter setting are all procedures which allow the final approach segment to be safely initiated closer to the water surface. This greatly reduces the distance required for landing. These are the safe ways to reduce glassy water landing distances.

Rough Water Landings are probably one of the leading causes of seaplane accidents and damage. Even the term “Rough Water” is a variable because, like short field operations in landplanes, what is short for one aircraft is not short for others. Seaplanes are very sensitive to rough water! Water conditions that are acceptable in a small boat usually are too rough for a seaplane. Water that may pose no problem to an experienced seaplane pilot in a large seaplane can be very dangerous for an inexperienced pilot in a small seaplane.

Because so many variables affect the water’s surface, there is no “perfect solution” or ideal rough water procedure. Wind direction and speed must be considered as well as the surface condition of the water and any currents. In general the rough water landing is made out of a normal approach. In rough water landings the seaplane is usually leveled off just above the water by adding enough power to keep the seaplane in a rather flat touchdown attitude until the best water conditions for touchdown appear. The power is then reduced slightly to allow the seaplane to touch down in a rather flat attitude.

Rough water landings use a somewhat shallower (lower) pitch attitude than normal landings. This prevents a wave from tossing the seaplane back into the water at dangerously slow airspeed and forces the floats to slice through the wave tops rather than slamming them hard against a wave face. The seaplane is much more pitch stable in this configuration and will usually skip between wave crests with a constant pitch attitude rather than porpoise. As the wing is still supporting much of the seaplanes weight upon first water contact, the initial jolts are softened. If the landing is attempted at a higher pitch attitude, the float bottoms can strike a wave face, causing a very hard impact, damaging the floats and support structure, and tossing the seaplane back into the air in a very nose high, low energy, condition. If a severe bounce occurs, add power to go around and look for a more suitable landing area with smoother water.

**Remember:** floats have a rigid attachment to the aircraft with no shock absorbers as in a land plane, thus all landing loads are transmitted directly to the aircraft’s structure!

Reduce the power as the seaplane settles into the water and apply back pressure to prevent the float bows from digging into a wave face. If the seaplane is thrown back into the air by a large wave before coming off the step, be prepared to apply full power and go around.

Avoid downwind and crosswind landings in rough water by always landing into the wind. Rough water usually means strong winds and vice versa. When landing downwind, the water speed upon touch down is the summation of the approach speed and the wind velocity. This will impose excessive stress on the floats, drastically increase the nose down tendency upon touchdown, and prolong the water run as more kinetic energy has to be dissipated. As the seaplane slows, the weathervaning tendency may combine with the wave motion to create a very unstable condition. An upwind landing gives a much lower speed thru the water upon touchdown, a shorter water run, and considerably less stress on the floats.

Crosswind landings in rough water leave the seaplane vulnerable to capsizing. The pitching and rolling motion produced by the water when the seaplane is crosswind dramatically increases the likelihood of the wind lifting a wing and flipping the seaplane. This is especially true of the lighter, two-place tube and fabric seaplanes.

Confined Area Landings are the last landing type to be considered. As seaplanes typically land in much shorter distances than are required to take off, the first major consideration is whether there is sufficient water area to successfully take off under the conditions expected to exist at our expected departure time. Unlike published runway distances, the seaplane pilot usually does not have charted distances to work with. One way many seaplane pilots estimate distance is to measure the time it takes to fly over the landing area at a constant airspeed (groundspeed if GPS equipped). This can then be converted into a distance and compared with the takeoff distance required in the Pilot Operating Handbook. Experienced seaplane pilots will be able to estimate distances relatively accurately.

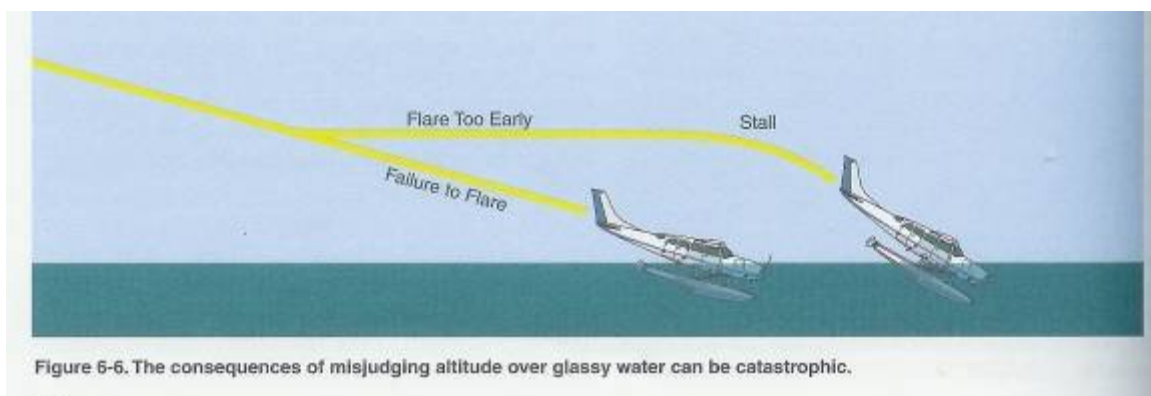
It is especially important to carefully fly over the landing area and check for shallow areas, underwater obstructions, and other hazards. After landing is not the time to discover that parts of the water area are unusable for takeoff! Also plan the best possible arrival and departure flight paths. A departure route must be available in which the terrain does not rise steeper than the seaplanes ability to climb. Also consider where areas of lift and sink will be with the existing winds. If the water area is wide enough and the terrain rises steeply, it may be possible to climb in a shallow turn over the water after takeoff.

As seaplanes are not restricted to the confines of a runway, both curved takeoff and landing paths are possible. Because the seaplane can turn as soon as it is firmly on the water surface, a curved water run out path can result in a successful landing in a quite small area. The limiting issue in confined water areas is always the ability to takeoff again! A curved takeoff path is also possible, but the radius will be much larger. This is because the extra hydrodynamic drag on the floats in a tight radius turn (caused by some sideways movement of the floats thru the water) will actually prevent the seaplane from accelerating to liftoff speed.

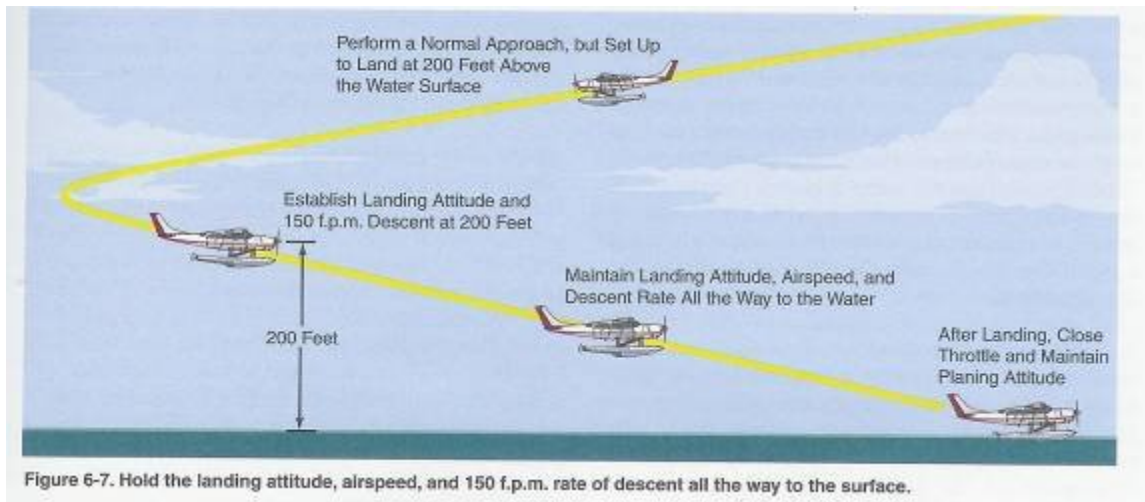
A brief mention of Go-Arounds will close out this month's discussion. Whenever landing conditions are not satisfactory, always be prepared to execute a go-around. This could be caused by potential conflicts with another aircraft, boats or other watercraft, boat wakes, swimmers, wind shear, water surface conditions, previously unseen water hazards or obstacles, or even an unstabilized approach. Climb out to a safe altitude, complete the go-around checklist and evaluate the situation. Then set up for another approach under more favorable conditions. Remember when going around, it is usually best to execute a gentle turn to remain over the water rather than fly over the shoreline at low altitude. Especially if the shoreline contains rapidly rising terrain or noise sensitive populated area. Go-Arounds should be practiced and perfected as any other maneuver.

We will stop here for this month. The thought for the month is: Many people receive advice, but only the wise profit from it! So until next month, be sure to **Think Right to FliRite!**

### [Glassy Water Landing Errors ~ FAA-H-8083-23](#)



## Correct Glassy Water Landing Procedure ~ FAA-H-8083-23



### Safety Tip By Don Taylor

### Precious Cargo

As a pilot you fly the most precious cargo in the world... the people you care the most about. They aren't in a position to protect themselves. They trust you to take care of them. Managing the risks of flight is one of the greatest responsibilities you will ever have.

### Did you Know? By Don Taylor

### Return of the Gryphon

Now you can fly like a bird... well, almost.

A German company has developed strap-on rigid composite wings known as Gryphons that will allow elite special forces to fly as silently as a butterfly but sting like a bee.

Once the paratrooper reaches the target, a parachute launches and carries him to the ground.

Australian adventurer Felix Baumgartner successfully demonstrated the technology in 2003 when he jumped out of an airplane at 30,000 feet and flew across the English channel with a 6-foot wing strapped to his back. He hit speeds of 220 mph, but for most of the freefall he slowed to 135 mph.



**Young Eagles: Donald Taylor**

2007 Young Eagle flights have begun.

June 9th, 2007

International Young Eagles Day at Franklin County Airport was a success. We did not fly that many Young Eagle flights, only 48, but with the bar-b-q, contributions, and pictures taken in the DC-3, we had a net of \$1,201.22 for the EAA Chapter 613 Education Center. We had a good ground crew, and they did a great job.



The following pilots flew Young Eagles:

George Coy - 4  
Donald Taylor - 13  
John Butterfield - 7  
Chuck Robitaille - 4  
Frank Gibney - 3  
Tom Edwards - 8  
Fred Gribble - 4  
Bill Yendrzski - 3  
Don Nowalowski - 2

The weather was not that great in the morning, so we flew most of them in the afternoon when it was nice and clear.

June 12th, 2007

Young Eagles Rally, Edward F. Knapp state airport, Berlin, VT.

We had a good day, and showers held off to late afternoon. 83 Young Eagles were flown. The pilots were:

Donald Taylor - 20  
John Butterfield - 18  
William Hanf - 12  
Ronald York - 18  
Mike Pecue - 15

I do not know who did the paperwork, but the two of them did a great job.

**UPCOMING EVENTS:**

We will be flying Boy Scouts at Edward F. Knapp state airport, Berlin, VT (MPV) on Saturday, July 21st at 10:00am.

Adirondack Regional Airport (SLK) Saranac Lack, NY August 11- 12 (Sat-Sun)

Young Eagles Rally, Shelburne Airport (VT8), Shelburne, VT Saturday September 15th (rain date Sep 16th)



**Chapter 613 Young Eagles**

**Saturday, June 9, 2007**


**50 Kids Experienced Flight  
Franklin County Airport**

- Volunteer Pilots:**  
 Don Mendonneski  
 Chuck Rebutic  
 Fred Grubbe  
 John Butterfield  
 Don Taylor  
 Bill Yendraszki  
 Tony Speranza  
 Tom Edwards  
 George Coy

**\$1,100 in Donations  
For Aviation Center**



Thank you so much John,  
 for this chance to ride  
 up in those cool planes.  
 It was totally awesome  
 and really fun!  
 I'm very glad that  
 I got the chance to  
 do this. It is like a  
 once-in-a-lifetime  
 thing for us.  
 Thanks!!! -Adrienne



Thank you for taking  
 us up on your plane. It  
 was fun. Also thank you  
 for letting you have just  
 to come fly us & making  
 this was a really good  
 opportunity for my and I  
 appreciate it a lot! You  
 were awesome & enjoyed  
 it alot.  
 Thanks again!

Mr. ☺  
 Butterfield ☺  
 Thanks ☺  
 Very ☺  
 Much! ☺

**Chapter 613 Young Eagles**

**Tuesday, June 12, 2007**

**~100 Kids from Montpelier, VT  
School System  
Experienced Flight!**

- Volunteer Pilots:**  
 Mike Pecore  
 John Butterfield  
 Ron York  
 Bill Maul  
 Don Taylor

**Thanks  
for the  
Plane  
Ride!**

The following is a list of airports where we could fly Young Eagles this summer. I will fill on the dates later, when I get them.

1. International Young Eagles Day - 2007  
Franklin County Airport (FSO) - **DONE!**
2. Dean Memorial Airport (5B9)  
Haverhill, New Hampshire - **DONE!**
3. Hartness State Airport (VSF)  
Springfield, Vermont
4. Shelburne Airport (VT8)  
Shelburne, Vermont  
**Saturday, September 15**  
(Rain date: Sunday, September 16)
5. Adirondack Regional Airport (SLK)  
Saranac Lake, New York  
**Friday-Sunday, August 11-12-13**
6. Edward F Knapp State Airport (MPV)  
Barre/Montpelier, Vermont - **DONE!**
7. Fair Haven Municipal Airport (1B3)  
Fair Haven, Vermont
8. Plattsburgh International Airport (PBG)  
Plattsburgh, New York  
The old Air Force base - Runway -11,758 feet

## Progress Report - Hangar & Aviation Center By Don Taylor

The pad is ready for concrete, the I-beams for the bi-fold door are up, plumbing is roughed in, sewer is ready to be hooked up to the septic tank, water line has been laid and is ready to hitch to the water source.

The electric meter and box is on the pole so we can have power when needed.

George Coy is doing a great job on the loader and backhoe, so we were able to get a lot done.

Norm Cyr is going to donate some lumber for the building.

The Schweiss bi-fold door has been ordered and should be here the 2nd week of July.

LATEST UPDATE: As of July 4th, the cement pad has just been poured.



**The EAA Chapter 613 Aviation Center takes form!**

**UPCOMING EVENTS****\*\*\*\*\*Shop Night\*\*\*\*\***

NOTE: Due to everyone's busy schedule, we will postpone SHOP NIGHT until end of summer. Our next visit will be Thursday, September 13. Details to follow in the August newsletter.

**Lebanon Airport Day and Young Eagle Rally**

The local EAA Chapter in Lebanon will be hosting an "Airport Day" and Young Eagle Rally on Saturday, August 18<sup>th</sup> from 10:00 – 3:00, with a rain date of August 19<sup>th</sup>. Last year 175 Young Eagle rides were given. They are looking for pilots to give Young Eagle rides. If you are interested please contact either Joel Godston at [jgodston@charter.net](mailto:jgodston@charter.net) (phone number is 603-787-6771) or Marge Butterfield at 878-6337. Your help will be greatly appreciated!

**EAA Chapter 324 Simsbury (CT) FlyIn**  
**Sunday, 23 September 2007**

Hi, Fellow EAA'ers:

It's time again to start planning for the 22nd Annual Simsbury FlyIn. This continues to be the largest aviation event of its kind in New England, attracting thousands of spectators from the general public. Please set aside Sunday, September 23rd for a day of fun with your fellow aviators. Our rain date is Sept 30.

Last year, we attracted aircraft from five manufacturers of the new Light Sport Category. Our goal is to increase that number this year, along with more aviation-related displays. We expect over 100 aircraft to fly in, including homebuilts, antiques, classics, and helicopters. In 2006, we broke the record with more than 250 beautiful autos on display, everything from Model T's to Ferrari's.

We'll have judging in a wide range of aircraft (and auto) categories, so polish up the bird and bring it for display. Trophies go to the winners.

The local TV channels have been providing us live coverage in recent years, and we expect this to continue in 2007. Here's your chance to show the home folks that nice aircraft you built or restored.

The day will begin at 7:30AM with a pancake breakfast. There will be plenty of good food for lunch over the mid-day hours.

Admission is free, although we would appreciate a donation to help keep our airport in good financial shape. If you have questions, please contact Bill Thomas (860-693-4550 or "wdthomas421@comcast.net") or Joe Bellino (860-408-0040 or "jbellino@snet.net")

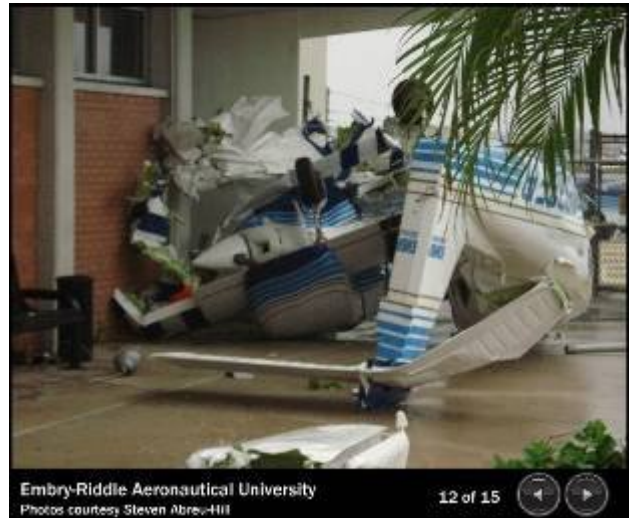
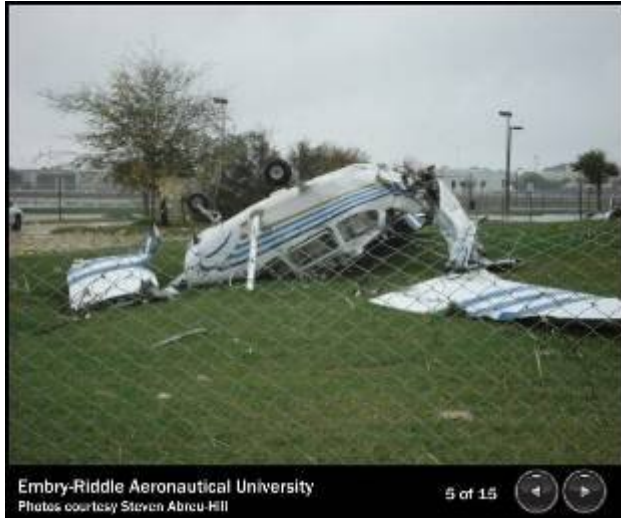
Bring the family and have a great time at this unique aviation event. We'd love to see you !

**Calendar of Events**

July 7-14, 2007	Yankee Ultralight Flyers Fly-In, Greenland, NH
July 21, 2007	Boy Scouts at Edward F. Knapp state airport, Berlin, VT (MPV), 10:00am.
July 23-29, 2007	AirVenture 2007, Oshkosh WI.
August 4, 2007	Pot-luck bar-b-que at Tom and Dawn Edwards, 250 Eagle Mountain Harbor Road in Milton, 5-9pm
August 11-12, 2007	Young Eagle Rally, Adirondack Regional Airport (SLK), Saranac Lake, NY.
August 18, 2007	Lebanon Airport Day & Young Eagle Rally, Lebanon, NH. Rain date August 19th.
September 13, 2007	Shop Night, location TBA, 7 p.m.
September 15, 2007	Young Eagle Rally, Shelburne Airport (VT8), Shelburne, VT. Rain date: September 16th
September 23, 2007	EAA Chapter 324 Simsbury (CT) FlyIn
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

### \*\*\*Hangar Space\*\*\*

Frank Gibney would like to talk with anyone who would be interested in sharing his hanger space at Franklin County Airport (FSO). Call him at home 802-879-7419.



Photos from the tornado at Embry-Riddle in Florida

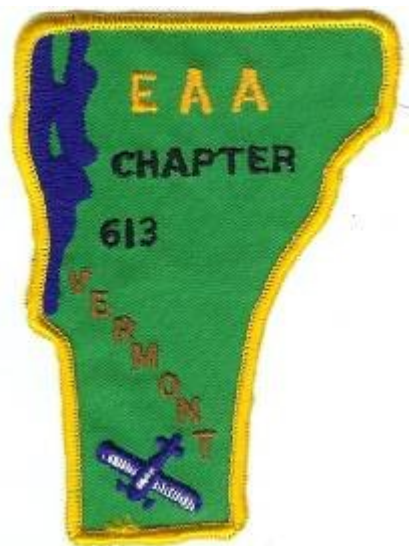
December 28, 2006 - While most EAA members were celebrating the Christmas holiday on Monday, the staff at Embry Riddle Aeronautical University in Daytona Beach, Fla., was dealing with the aftermath of a tornado that ripped through the campus that day. More than 50 ERAU aircraft were destroyed or damaged by the tornado, while nine campus buildings were also hit.

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