



## CHAPTER 613

January 2007

(Chapter 613 web site)

[www.eaa-chapter613.org](http://www.eaa-chapter613.org)

### News and Views: Bruce Richardson

Greetings and Happy New Year, everyone! For those who haven't met me yet, I've taken over the Chapter Newsletter Editor duties from Tom Edwards. I have to say, I did not volunteer without a bit of trepidation - as I think Tom has done an outstanding job during his tenure, and has set the bar pretty high for me to shoot for. And before I forget, I need to say a BIG "Thanks" to Marge Butterfield, who graciously agreed to help me lighten the load by being the Chapter Secretary. Thanks Marge!

Some quick info on myself: 1980 Graduate of Vergennes Union High School. Electrical engineer by training. Retired USAF, coming up through the ranks from enlisted to officer, took an early retirement offer and finished at the rank of captain. Defense contractor since 1996, with the same company in San Antonio, TX up until April 2006 when I moved back home to Vermont for a position with my company's Montpelier office. Currently residing in Berlin with Rebecca (my wonderful spouse of 25 years), two dogs, and two cats. Two children out of the nest, including one studying engineering at Texas Tech University in Lubbock, TX. As for aeronautical aspirations, I've got one of the first Sport Pilot student certificates issued by the San Antonio FSDO (25 February 2005) and was a member of EAA Chapter 35 in San Antonio.

As a reminder, if you have not already done so, it's time to renew your chapter membership for 2007. For those in the electronic mode, email Steve at [flybuddy20@yahoo.com](mailto:flybuddy20@yahoo.com) to check on your expiration.

### December Minutes by Marge Butterfield, Secretary

There was a good turnout for the December pancake breakfast at the Shelburne Airport. Our temperamental stove was in good spirits thanks to **Donald Taylor**. Donald had taken it apart and found the temperature control switch had been broken. With that replaced and the stove reinstalled securely in its container, it worked like a charm. The **Richardson** brothers, **Eric** and **Bruce**, did fine job of cooking. . . Everything was cooked to perfection! [Editor's disclaimer: All the cooks proved is that almost anyone can cook once the stove is fixed and **Marge** gets things set up and the griddle tops hot and ready to cook!]



Following the breakfast, a meeting was called to order at 10:20 a.m. by President **Tony Speranza**. The minutes are as follows:

Thanks were extended to the cooks, **Eric and Bruce Richardson**, for the great job they did in cooking for the breakfast.

The next pancake breakfast will be held at *Atlantic Aviation* at the *Burlington Airport* on Sunday, January 21st from 9:00 – 11:00 a.m.

The Secretary's Minutes were accepted as published in the December newsletter.

The Treasurer's Report was presented by **Steve Couzelis**, which covered the period from 10/29/06 through 12/17/06. There is a current balance of \$7,313.25 in the general account and a balance of \$1,094.02 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$42,065.03. The Treasurer's Report was accepted as presented. Steve announced that he has Chapter patches for sale for \$5.00 and decals for \$3.00.

**Tony Speranza** extended thanks to **Dick Bayer** for the modifications he did to our Chapter website. We are still looking for photos for the website for projects with kids. Anybody have photos from past Ace Camps at Franklin County Airport?

Thanks were also extended to **Tyler Hart, Bruce Uvanni and Jim Baker** for working on the operational rules for the hangar project. They have received a lot of guidance from EAA National. The most important factor is to make sure we have a clear vision on how to fund the construction of the Chapter hangar. We will need the winter months for fundraising as we need to raise \$80,000 for this project. The Hangar Committee is looking for a Chairman to coordinate all activities. If someone would like to head this committee, please contact **Tony Speranza**.

**Don Nowakowski** announced that Bob Rotax wants to obtain a CFI certificate. Bob and his brother run the maintenance operation at the Shelburne Airport. Don has forwarded his name to Scholarship Chairman, **Frank Gibney** as an applicant for the Mary J. McGrath Scholarship.

**Donald Taylor** announced that we gave 221 rides, which was short of our goal of 300 rides. We do, however, have chits worth \$200.00 to go towards the EAA Air Academy Camp. There are four different camps for kids at Oshkosh, WI in the summer. It was voted to have the same goal of 300 rides for 2007.

**Donald Taylor** proposed an interesting and fun Chapter activity for May 14, 15 and 16. Donald has contacted Green Mountain Tours regarding a trip to Ottawa for the Tulip Festival. It includes 2 nights and 3 days at the 5 Star Hilton Hotel and includes 7 meals with other activities scheduled while there, including a trip to the airplane museum. See a separate page in this newsletter regarding this trip. **Contact Donald Taylor at 868-3809 as soon as possible if you would like to go as this is a popular trip for Green Mountain Tours.**

The winner of the 50/50 raffle was none other than **Marge Butterfield**. Amidst groans from all around...Marge walked away with \$15.00 and a huge smile.

**Flight Advisor Corner: Hobie Tomlinson      Winter Airport Operations**

I thought we would start off the New Year by looking at Winter Airport Operations. With the Holiday Season now behind us, hours of daylight are starting to increase and the weather is settling into a winter pattern. We may even start to see some sunny days again! Given these conditions, along with the advent of permanently installed electric engine heaters which are available today, many of us will start venturing forth with our aircraft again.

When talking about Winter Airport Operations, we need to consider:

1. Preflight Planning
2. Airport Types
3. Associated Terrain
4. Weather Conditions
5. Lighting Conditions
6. Surface Conditions
7. Departures

Preflight Planning is always important but becomes even more so during winter operations. Because the thrust of this article is Airport Operations, we will concentrate on that part of the preflight process. The first step is to take a look at the proposed airports we intend to use. I stress *proposed* because it is not uncommon to discover that winter conditions make a particular airport unsuitable for use! In that case Preflight Planning has served its intended Safety Function and we either cancel the operation or start the process over with a more suitable airport.

There are several sources of airport information. I frequently use:

- Sectional Aeronautical Charts
- AFDNE (Airport Facility Directory, NorthEast - U.S.)
- AOPA “on line” Airport Directory
- [www.FltPlan.com](http://www.FltPlan.com) Airport Information
- Instrument Approach Charts
- NOTAMs
- TFRs

When planning to operate at smaller airports, a good starting place is the appropriate Sectional Chart. This is especially true for VFR operations. We want to observe what types of airspace we will be operating in and what the topography in the vicinity of the airport is.

Will our proposed flight remain in E airspace, or will we need to transverse (or avoid) B, C or D airspace? Is the airport in G, E, D, C or B airspace, or does it have overlying B or C airspace? This information will alert us to the proper ATC procedures to follow, the weather minimums, and the functioning aircraft equipment required. Are there any restricted or prohibited areas? **Do Not** forget to check for TFRs (Temporary Flight Restrictions). To miss this one will give us a respite from flying while we wait for our pilot’s license to be reinstated!

Airport Types can be quickly determined from the sectional chart. Is the airport controlled (Blue) or uncontrolled (Magenta)? Is it paved (runway outlines) or unpaved (open circle)? Is the airport a private, restricted-use one (R inside circle)? Vermont has several private airports for which the owners allow public use, and I suspect this is true elsewhere. These airports require a call to the operator unless you have extensive knowledge of that particular airport. This is both for operating permission and current conditions. These airports are usually “outside” of the public data systems, and personal contact is the only valid source of information. Even getting a contact number can be difficult because they are not listed in airport directories. The State Aeronautics Commission is probably a good starting point. Knowledge of current airport/runway conditions is critical for winter operations!

**Associated Terrain** is our next consideration. **What is the topography** in the vicinity of the airport? Airports situated in mountainous terrain present special challenges. Turbulence, areas of “lift” and “sink,” multiple wind changes, unusual terrain-induced traffic patterns, unpredictable local weather (snow squalls) and visual illusions caused by terrain are but some of the issues. Looking for these factors beforehand will help us be prepared. **Never mix marginal winter weather with these airports when flying VFR!**

**Airport elevation and runway length** can be derived from the sectional chart. Compare airport elevation with runway length. Although density altitude is not usually a factor for winter flying in the East, it clearly is in the West. Next, compare the airport elevation with the elevation of surrounding terrain. Lake Placid, N.Y. (LKP) is at 1,747 feet elevation, but it has high terrain on three sides with elevations of up to 4,872 within 6 nm and 5,344 within 10 nm. This is also the time to think about the traffic patterns and how to enter. Right hand traffic patterns are listed on sectional charts and in the AFD (Airport Facility Directory). Traffic pattern altitudes are also usually given in the AFD (second data line) with the abbreviation TPA (traffic pattern altitude). If more than one TPA exists, they will be in the remarks section. If not listed, use 1,000 foot agl for piston aircraft and 1,500 foot agl for turbine aircraft. Check the AFD for displaced thresholds and runway widths. LKP has a 4,200 foot by 60 foot runway. Narrow runways give the illusion of being further away than they are; which leads to high approaches. Close snow banks will require accurate centerline tracking. Runway 32 has a 1,250 foot displaced threshold, leaving only 2,950 feet of available landing distance.

**Weather Conditions** can be properly assessed after we have some familiarity with the airport environment. The sectional chart will show that LKP has no weather reporting. The AFD lists BTV, FSS as the associated Flight Service Station and responsible for LKP notams. The closest airport with weather reporting is Adirondack Rgnl (SLK). The sectional shows SLK’s ASOS as 124.17(5) and the AFD lists the ASOS telephone number as (518)891-6696. Although only 12 nm away, the winter weather can be very different due to terrain. Never the less, a pre-departure telephone call for current weather is the best information available and SLK makes a good alternate. (The SLK alternate minimums are based on the VOR approach because the ILS approach is unmonitored.) **The Associated Terrain Assessment we have just done should dissuade us from mixing any questionable weather with LKP airport!**

**Lighting Conditions** expected to exist at our estimated time of arrival play a huge part in our operational planning and decision making. The short daylight periods of winter bring a large increase in night arrivals. Darkness dramatically increases the risk of VFR flying and, while night operations can be safely conducted, they require special vigilance. Neither approaching clouds nor unlighted terrain can be discerned. Adequate terrain clearance must be maintained much the same as in IMC (Instrument Meteorological Conditions). Precise navigation, situational awareness and minimum safe altitude adherence are vital at night. CFIT (Controlled Flight Into Terrain) accidents are not uncommon during night VFR operations!

A quick look at the sectional chart will tell us that SLK has a rotating beacon, while LKP does not. Both airports have runway lighting as indicated by the L. The \* preceding the L means we should check the AFD, which describes the lighting and states it is pilot controlled on the CTAF (Common Traffic Advisory Frequency). The AFD Remarks tell us that the Runway 14 PAPI is OTS (**Out of Service**) indefinitely. Our terrain assessment shows there are two safe ways into LKP at night. 1) A circling descent **directly over** the city of Lake Placid from a minimum safe altitude of 6,000 feet or 2) from overhead the SLK Airport, to the city of Saranac Lake, then stay directly over the highway to the city of Lake Placid at a **minimum safe altitude** of 3,000 feet. The safest night approach and landing is from over the city of Lake Placid straight in to runway 14, even with a slight tailwind. Again, **Do Not** mix darkness, weather, and mountains with VFR operations!

**Surface Conditions** at the airport become critically important for winter operations. As runway lengths shorten, so does available information.

**For paved airports**, what has the recent weather been? If there have been recent good weather days, the airport should be normal. Behind weather systems, caution is advised. Is the airport plowed full length and width? Are all taxiways and ramps open? What is the surface cover? Bare and dry, fresh snow, packed snow, snow patches, snow drifts, ice, and/or standing water? What is the estimate of braking conditions: **good, fair, poor, or nil?** **Deep Snow** (more than a couple of inches), **snow drifts, standing water and/or nil braking conditions** are **“no go” items**. Poor braking conditions can easily more than double landing distances and are to be avoided with short runways and/or high cross winds. Ice is ok at cold

temperatures, but extreme caution is advised when temperatures are warm. A thin water layer will form on the ice making it very slippery.

For unpaved airports, all of the above plus how soft is the runway surface? Is it solidly frozen, firm and dry, or soft and muddy? Is it even usable? You may land only to find takeoff is not possible. Unless you are absolutely certain of the surface conditions, a pre-departure telephone call is the only way to be sure safe operating conditions exist!

**Departures** also require caution. Runway, taxiway and ramp markings may be obscured by snow. Pavement edges and hidden hazards are not readily discernable. Taxi slowly and be aware of wing tip clearances from snow banks. Allow plenty of room for the aircraft to “slide” when turning or taxiing up to buildings or other structures. Try to find a bare spot for engine run-up and allow enough room to turn if the aircraft starts to slide forward. It may not be possible to do a high power run-up, and checks may need to be done at a lower power setting.

When departing on a different day than the arrival day, another runway analysis is required. If questionable, the best way is to taxi the length of the runway and verify conditions before attempting a takeoff.

Plan night departures carefully, preferably using the **d**eparture **p**rocedure (DP) from the instrument charts. If this is not available, reverse the arrival process. Departing from LKP, climb to a minimum safe altitude of 6,000+ feet directly over the city of Lake Placid before proceeding on course. Runway 32 is now the safest departure runway even with a slight tailwind.

The thought for this month: **New England is one of those rare places where even ordinary men can walk on water 3 months out of the year”!** Until next month, Remember to **Think Right to FliRite!**

**Happy New Year!**

### Safety Tip by Don Taylor

### The Role of a Passenger in Small Aircraft Flying

The role of a passenger is to sit back and enjoy the ride. When you first get in the plane, the pilot should instruct you on how to fasten the seatbelt and harness, adjust your seat to a comfortable position, assure it is locked, and show you how to pop the door, if the need arises. The pilot will show you your headset and how to adjust it for comfort and sound, and should instruct you to keep your feet off the rudders and flat on the floor. Ask questions at appropriate times when the pilot isn't occupied. Let the pilot focus on the preflight and run up by being quiet and remember that the pilot has to communicate on the radio and constantly be alert to other aircraft. If a passenger is chattering away, then the pilot is more than likely going to miss his call sign and/or not hear important instructions or information.

### Did you Know? By Don Taylor

### Celebrating 25 Years of Space Shuttles

2006 marked the 25th anniversary of the space shuttle program.

America is the only country to successfully build and repeatedly launch manned missions with reusable aircraft, although the Russians, America's closest competitor in the space race, gave it a try.

In 1980 the Russians started work on a shuttle proof-of-concept model. A full-scale version was built in 1984 and



Photo courtesy NASA

made several unmanned test flights before it was retired in 1988. Construction began on a second and third orbiter, but they were not completed due to budget cuts.

The Russians named their first shuttle Buran, which means "Snowstorm" in Russian. The second one was dubbed "Ptichka" which means "little bird."

America gave its shuttles names such as Discovery, Endeavour, Challenger, Atlantis, Columbia and Enterprise. The last never went into orbit, but was used for design and atmospheric tests. Built in 1976 during the bicentennial celebrations, it was slated to be named Constitution.

However, fans of the television show "Star Trek" waged a letter-writing campaign to have the name changed to Enterprise, in honor of the spacecraft of the popular

science fiction program. The starship name was lifted from the aircraft carrier U.S.S. Enterprise, which was the most decorated ship of World War II, and as some of the other shuttles were named for famous sailing vessels, President Gerald Ford agreed.

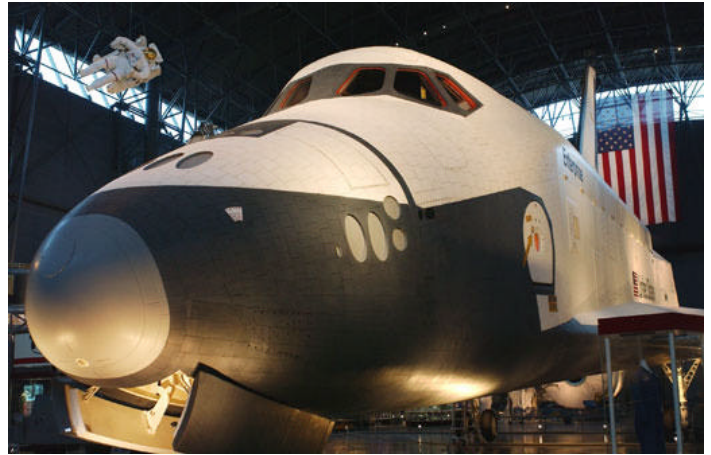


Photo courtesy NASA

## EAA CHAPTER 613 PRESENTS.....

# CABIN FEVER FROLIC 2007

**WHEN:** Saturday, February 10, 2007

**WHERE** **Best Western Windjammer Inn and Conference Center** located on Williston Road across from the DoubleTree Hotel. For anyone coming down I-89 from the North, take Exit 14E. Take a left at the next light after the Holiday Inn. For parking, drive around to the back, past the Windjammer Restaurant. The entrance is on the corner of the building.

**WHAT:** 6:00 PM - Cash Bar.

7:00 PM - **Buffet Dinner:** Roast Turkey w/Stuffing, Maple Glazed Ham, Mashed Potatoes, Wild Rice Pilaf, Green Bean Medley, Caesar Salad, Warm Rolls with butter

**Dessert:** Cheesecake with Strawberries  
Coffee or Tea

**Price: \$27.00 per person (which includes tax and gratuity)**

8:30 PM - Annual Awards Ceremony followed by Slide Show Presentation by **Walt Houghton** on "Early Vermont Aviation History"

Got an "award" for that special person who really deserves to be recognized for something that they did/didn't do? Bring it along to the Awards Ceremony!

**Beat the Winter Blahs - Come to Cabin Fever Frolic!**

### CABIN FEVER FROLIC RESERVATION

To: Marge Butterfield (For more information, call Marge at 878-6337)  
721 No. Williston Road  
Williston, VT 05495

YES!! I will be attending the 2007 Cabin Fever Frolic. Enclosed is my payment of \$27.00 per person. Check made payable to Marge. (must have your reservation by Thurs, Feb. 8th.)

NAMES: \_\_\_\_\_

### Cabin Fever Frolic Guest Speaker!

As you will see from the separate announcement in the newsletter, *Cabin Fever Frolic* will be at the Best Western/Windjammer Inn and Conference Center on Saturday, February 10<sup>th</sup>. Following the dinner and awards, we are so pleased to have **Walt Houghton** as a guest speaker. Walt will be giving a slide show presentation on *Early Vermont Aviation History*. Walt has been a member of both the national EAA and our local chapter for many years. He has been in the aviation business for 47 years, of which he was manager of all the state owned airports in Vermont for 9 ½ years and also manager of the Burlington International Airport for many years. He and his wife, Pauline, currently live in Coral Springs, Florida where Walt is the Assistant to the Director of the Fort Lauderdale International Airport. Walt's presentation will definitely top off the evening. Don't miss *Cabin Fever Frolic!*

Young Eagles: Donald Taylor

No pilots reported Young Eagle Flights for December. So it still stands as for November.

We did not make our goal for 300 for 2006. There were 221 flights, we needed 79 more. So far, we have 200 credits to send someone to the EAA Air Academy in Oshkosh. But we won't know the correct count until we receive the credits from the Young Eagles office.

We did better in 2005 flying Young Eagles. There were 259 Young Eagles flown with 224 credits. Our goal was also 300.



Our Best to date was in 2003, we had a goal of 300 Young Eagles, and 535 were flown, with 530 credits to send someone to the EAA Air Academy in Oshkosh.

I think our goal of 300 was passed for 2007. Maybe the weather and everything will be good to us and we will make our goal.

Below is a list, as of December 2006, of pilots that have flown 100 or more Young Eagles for Chapter 613:

John Butterfield	160
Steve Couzelis	115
George Godin	107
Edward Laframbois	255
Michael Pecue	152
Donald Taylor	1394
William Yendrzski	191
Ron York	119

At the end of 2006, Chapter 613 has flown a total of 3244 Young Eagle flights.

International Young Eagles Day - 2007

Franklin County Airport (FSO)

About the first week of June - no date yet

## UPCOMING EVENTS

### OPEN SHOP

On 13 January, from 9am-noon, Ralph Burt (a member of both EAA Chapters 968 and 613) will have an "Open Shop" at his home to see the guts of his "Ridge Runner" project before it disappears behind fabric. His address is 4955 Jersey Street, Panton, VT. It is the white house on east side of road. Burt's phone is 802-475-2297. See [www.greenmountainflyers.org](http://www.greenmountainflyers.org) for more EAA Chapter 968 information.



### Calendar of Events

January 13, 2007	Open Shop @ Ralph Burt's, 4955 Jersey Street, Panton, 9am-noon.. Phone is 802-475-2297.
January 21, 2007	Pancake Breakfast, Atlantic Aviation at the Burlington Airport (BTV) 9-11, Meeting to follow
February 8, 2007	RSVP Deadline for Cabin Fever Frolic, Please Register w/ Marge 802-878-6337
February 10, 2007	Cabin Fever Frolic @ Best Western Windjammer Inn and Conference Center , South Burlington
February 18, 2007	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
June TBD, 2007	International Young Eagles Day - 2007, Franklin County Airport (FSO)



**THE CANADIAN TULIP FESTIVAL  
and  
LAC-LEAMY CASINO (FORMERLY HULL CASINO)**

DATE: MAY 13 –15, 2007 SUNDAY – TUESDAY

The Festival of Spring celebrates the city of Ottawa at tulip time. Along the scenic drives and around public monuments more than three million blossoms herald the arrival of spring. We will see Parliament Hill, Dows Lake, Ottawa City Hall, The Prime Minister's Residence, US Embassy, and Rideau Canal with a boat ride. The afternoon we will travel on the Tulip Route to Dow Lake and Queen Elizabeth Park to see the beautiful tulips. You will also have free time for shopping at the Rideau Centre and Bytown Market, relax by the pool, spa, and whirlpool, or visit the Casino.

What's Included:

- Casino Package
- 2 Nights lodging at Five Star Hotel – Hilton Hotel
- 7 Meals – 2 Breakfasts, 3 Luncheons, 2 Dinner
- Free Time at Rideau Shopping Ctr. and Bytown Market
- Step on guide for Ottawa – visit Parliament Hill – and other important buildings.
- Tour of Ottawa
- Much More
- Luxury Premier Motor Coach Transportation

COST PER PERSON: \$350.00 DOUBLE                      \$335.00 TRIPLE                      \$460.00 SINGLE

Call for reservations:

GREEN MOUNTAIN TOURS

P O Box 2021

Georgia, VT 05468

Telephone 1-802-527-0496 or 1-800-877-4311

E-Mail: [greenmntours@surfglobal.net](mailto:greenmntours@surfglobal.net)

Website: [www.greenmntoursvt.com](http://www.greenmntoursvt.com)

\$100.00 Deposit to sign-up - Balance March 15th

PICK-UP POINTS:

TIME:

WINOOSKI: St. Stephen's Catholic Church 6:30a

ST. ALBANS: Highgate Shopping Center 7:00a

ROUSES POINT: Knight of Columbus Hall 7:45a

**EAA Chapter 613  
of Vermont  
Membership Application  
and Renewal Form to update Chapter's database**

Date\_\_\_\_\_

Name\_\_\_\_\_ Spouse or SO\_\_\_\_\_

Mailing Address\_\_\_\_\_

City\_\_\_\_\_ Zip\_\_\_\_\_

Business or  
Occupation\_\_\_\_\_ Business Phone\_\_\_\_\_

National EAA#\_\_\_\_\_ Date\_\_\_\_\_ Home Phone\_\_\_\_\_

E-Mail address\_\_\_\_\_ @\_\_\_\_\_ Check Yes\_\_ or No\_\_  
For E-mailed Newsletter

Pilot License Yes \_\_\_\_\_ No \_\_\_\_\_ Class and Rating\_\_\_\_\_

Aircraft Owned\_\_\_\_\_

Current Projects\_\_\_\_\_

Are you willing to participate in the Young Eagles Project? Yes\_\_ No\_\_

Are you willing to give Rides? Yes\_\_ No\_\_ Would you like a ride? Yes\_\_ No\_\_

**Aircraft Interests**

Circle your choices

Homebuilts   Classics   Warbirds   Ultralights   General   Aerobatic   Light Sport

Other Please describe\_\_\_\_\_

Are you interested in building and using a Club hangar? \_\_\_\_\_

Any other interests? \_\_\_\_\_

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Dues \$15 (singles) \$20(family) Make checks payable to: **EAA Chapter 613 of Vermont**  
and send this form to:

**Steve Couzelis  
9 Pine Harbor Road  
Milton, VT 05468**

**Dues are paid annually for the calendar year!**

EAA CHAPTER 613  
Bruce Richardson  
975 Crosstown Rd  
Berlin, VT 05602

## FIRST CLASS MAIL



January 2007

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### OFFICERS/COMMITTEE MEMBERS

<b>President</b>	<b>Phone</b>	<b>Address</b>	<b>e-mail</b>
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<b>Young Eagles Coordinator</b>			
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<b>Technical Counselor</b>			
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<b>Assistant Tech Counselor</b>			
John Butterfield	878-6337	721 North Williston Rd, Williston 05495	<a href="mailto:airbear9fj@verizon.net">airbear9fj@verizon.net</a>
<b>Chapter Web Site</b>			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	<a href="mailto:webmaster@grnmtsolutions.com">webmaster@grnmtsolutions.com</a>