



CHAPTER 613

November 2005

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Tom Edwards

Sunday, November 20, 2005 may be the most important meeting and pancake breakfast for Chapter 613 for the year and it might just be the most ever! As some of you know from the potluck last month we are getting a DC-3 to repair and sell and we are planning on finalizing the hangar project during this meeting. We also are having a major change of our officers as the top three positions are stepping down with no hope of railroading them into another term.

This is the meeting to attend if you want your say in the future. Elsewhere in this newsletter, there will be plenty of food for thought for our future. If you have any thoughts about a position of leadership, call Terry and volunteer your abilities.

OCTOBER MINUTES BY MARGE BUTTERFIELD

There was a record turnout for the Potluck and Chapter meeting at the Shelburne Airport on Sunday, October 23rd. There was an array of great food and it was good to see friends you hadn't seen for a while. We send our thanks to Ray Magee for letting us use the airport and also to Bob and Rick Rotax for letting us use the hangar. Bob and Rick had the hangar empty and clean for us when we arrived. Donald Taylor hauled down the tables and chairs and supplies. Thanks Don! Donald Taylor, John and Marge Butterfield and Steve Clark set up for the potluck and were ready when members arrived bearing delectable goodies. The meeting was called to order by President, Terry Griffin at 1:50 p.m. Following are the minutes of the meeting:

- Thanks were extended to Donald Taylor, Marge and John Butterfield and Steve Clark for setting up for the potluck.
- The Treasurer's Report was presented by Treasurer, Steve Couzelis. The Treasurer's Report covered the period from April 24, 2005 through October 23, 2005. There is a current balance of \$8,518.99 in the general account and a balance of \$1,482.24 in the Edmando Roberti Scholarship Fund. The present value of the Mary J. McGrath Fund is \$36,812.58. The Treasurer's Report was accepted as presented.
- Scholarship Committee Chairman, Frank Gibney, announced that one check was written to Abigail Thompson from the Edmando Roberti Scholarship Fund. Abigail has gotten her private pilot's license, and she wrote a nice thank you note, which Frank read to the Chapter. One other scholarship was awarded this past year from the Edmando Roberti Scholarship Fund. Frank went on to explain our three scholarships for the new members at the meeting. The Edmando Roberti Scholarship Fund is for anyone, 16 years and older, who has already soloed and is working toward a private pilot's license. The Mary J. McGrath Scholarship is for a pilot who would like to become a certified flight instructor. The one criterion for this scholarship is that you must plan to be a certified flight instructor in Vermont.

There was no applicant for this scholarship for this year. The third scholarship is for the EAA Air Academy in Oshkosh, Wisconsin. Each year we send a kid between the ages of 14 -17 to the Air Academy. There are three different camps, depending on the age of the recipient. Our last recipient was Ethan Smith. Ethan had a wonderful time and would like to share his experience at one of our upcoming pancake breakfasts.

- **Terry Griffin** proposed that we increase the amount the Edmando Roberti Scholarship to \$500.00 due to rising costs of fuel and plane rental and instruction.
- **Frank Gibney** asked for volunteers to help out on the Scholarship Committee. Help is always needed and appreciated!
- The upcoming pancake breakfasts will be held at the Franklin County Airport in Highgate. The breakfasts are always on the third Sunday of each month. So – The next pancake breakfast will be on Sunday, November 20th from 9:00 – 11:00. The Chapter voted to increase the price to \$5.00.
- There was much discussion about the future hangar. Frank Gibney has been dealing with the Act 250 Office. If we decided to have toilet facilities, we will need a water supply and wastewater permit. We would also need an Act 250 permit. Tyler Hart, who is a civil engineer, advised that he would draw up the plans, do the necessary backhoe work, plus all the additional work that is needed for the minimal cost, which is \$2,000.00. As we all know, nowadays it's no small potatoes getting a permit and making sure you're in compliance with the permit.
- The cost of a concrete floor was discussed. Moe Boisvert announced that he recently put in a concrete floor for his garage and it cost \$10,000.00.
- The big question on members' minds was the cost of the hangar project. It was again discussed that since we are a 501(c) organization, we could write letters to corporations for donations (monetary and/or building supplies). The corporations would be able to take a tax deduction due to our 501(c) status. It was also suggested that we have fundraisers.
- **Dave Harrison** mentioned that if we decide to build just the hangar, (without water and septic), we would have to make sure we have the necessary setbacks when we build our hangar so that we have room for the septic and leach field at a future date.
- **Donald Taylor** reiterated that he would definitely like to see a 20' x 40' addition to the back of the hangar with a meeting place, kitchen, bathroom and classroom.
- **Jack Centonze** advised that if we have an educational facility, it would be better than just having a hangar when we are seeking donations.
- **Bruce Uvanni** suggested that perhaps we could still have the educational facility, but with water and septic. (Would have a port-o-potty).
- **George Coy** announced that he had a possible way to raise money for the hangar. There is an individual who wants to donate a DC-3 to the VAAC (Vermont Aviation Advisory Council). George has talked with the VAAC and they would like to get our Chapter involved since we have the knowledge and manpower to do the necessary work to bring the DC-3 to airworthy condition. George said that this particular DC-3 served in the military in World War II in Italy and Normandy. It has recently been used by a skydiving group. Over \$300,000 has been put into the service mods, prop's and digital electronics. George has looked at the DC-3 and at the moment in its present condition, he believes it is worth about \$75,000 - \$100,000. George thought it would take \$4,000 - \$5,000 to fix it up. After that is done, the VAAC would sell the DC-3 and split the profits with our Chapter, less any expenses out of pocket from George and/or any other members. It was voted to take on the DC-3 project. George advised that he will proceed with getting the DC-3 to the Franklin County Airport.
- **George Coy** advised that when the DC-3 is sold, there may be some tax issues that will need to be dealt with.
- **Frank Gibney** suggested that when the Chapter receives its share of the proceeds that we should get an endowment and put the money in a fidelity. That way the costs for the hangar (for a portion of the construction and thereafter the electrical and heating bills, taxes, etc.) could be paid from the interest

earned in the fidelity. It was also mentioned that once we endow the money we get from the sale of the DC-3, it would be easier to get donations.

- It was voted to put the hangar on hold until we get the plans in final form and finish the work on the DC-3. In the meantime, Terry Griffin announced that he would get the plans that we have so far to our newsletter editor, Tom Edwards so that he could print them in the newsletter.
- **Bruce Uvanni** asked if anyone has discussed how the future hangar will be run (i.e. How long can a member rent the space, what will be the cost, etc.) It was decided that we should have Hangar Bylaws drawn up to clarify this. Terry Griffin will check with the EAA Chapter in Oswego, NY to see if they have Bylaws for the use of their hangar. Terry will also check with EAA headquarters to see how many Chapters have hangars.
- **Frank Gibney** announced that currently there are only about 4 members on the hangar committee. Bruce Uvanni mentioned that it was quite a distance to go to attend the hangar committee meetings since they have all been at the Franklin County Airport. It would be nice if the meetings could be at a more central location. Terry Griffin advised that he would check with George B. at FBO AvCenter to see if we could use one of their rooms for the meeting.
- **ELECTIONS ARE COMING UP! There are currently three officers' positions open: President, Vice President and Secretary.** The elections will be held at the next pancake breakfast on November 20th. We need volunteers to fill these positions. No experience is necessary! The current officers will still be available to give any help needed. President, Terry Griffin announced that due to family issues he is going to be away every other weekend and must step down. Marge Butterfield announced that she has held the position of Secretary for ten years and needs a rest... Don Nowakowski was not present for comment; however, Treasurer, Steve Couzelis, announced that he would run for Treasurer again if no one else wanted the position.
- Young Eagles Coordinator, Donald Taylor, received the news that we have four more Young Eagle rides to add to our tally. Terry Griffin announced that he gave two rides and George Godin announced that he also gave two rides.

From the President

by Terry Griffin

Chapter Elections.... As mentioned at last months meeting, several chapter officer positions will be opening up and will need to be filled. The current terms expire in January and elections for chapter officers will take place at the November meeting. President, VP and secretary positions are going to be vacant. Steve has already said he would run for re-election as treasurer. I have new family commitments out of state that is taking my free time and Marge has been secretary for 10 yrs. We have enjoyed these positions but are unable to continue and will not run again.

For many of us that have held chapter positions, it has been a great experience. There is a wealth of knowledge and experience in this chapter. The past officers have always been willing to help new officers as they learn what needs to be done and the out going officers are happy to continue this. With this said, we need people to run for these offices to keep the chapter and its projects going. There are some exciting things coming. A new chapter hangar being the main one. So, please consider running for one of the vacant positions. Feel free to contact myself or any other chapter officer about what this involves. The names and contact numbers are printed on the back page of the newsletter. These positions must be filled for the chapter to continue, please give this some serious consideration.

The hangar... first of all, we have a lease from the state of Vermont for a parcel of land at the Franklin country airport..for free!

A hangar committee has been meeting to work on and talk about what to build. A lot of ideas have been brought forward. Some basic things were set to get the permit process started. But as was brought up at the last meeting, and good points, we need to get more involvement and acceptance from the chapter on what we have started. This is a big commitment and we to get some items worked out and accepted by the membership.

This is the Chapters' hangar and new home...it has to be a voted on plan as to what we build and what we do with it. I have talked with several chapter officers from chapters that have build hangars and meeting buildings/club houses. There are a lot of things we need to get worked out before we go much further. First is how the finances are going to be taken care of. We should have more info at the chapter meeting regarding the possible donation to the chapter and the funds that could provide. What we build... the hangar committee talked about a 48x48 hangar with a 48x20 addition off the back for the meeting room (s), kitchen and bathroom(s). This size would conform with the other hangars we are building next too and provide room for up to 3 planes or projects. The bylaws need to be changed to have rules as to how its operated, what and who is allowed to rent space in the hangar/meeting room. Some chapters have elected to have a hangar manager to inforce and run the building per the bylaws.

As you can see, there is a lot to this and since it is a chapter building, it needs to have the chapter support to make it happen. That means peoples time and effort. This is a chapter project and building..we all have an input.. but what we do and build will be by chapter vote. Not everyone is going to be 100% happy with what the end result is, but after all, its for the chapter and what the chapter does.

I look forward to seeing everyone at the breakfast/meeting on Nov. 20th at Franklin county. Please make it a point to attend, there is a lot that needs to be done at this meeting and we need everyones comments, ideas and support. See everyone on Sunday. Terry

Flight Advisor Corner: Hobie Tomlinson **The Sport Pilot Rules (Part II)**

Last month I started an article on the recent Sport Pilot rules and how they affect each of us. This month we will conclude that article by looking at:

- **Pilots**
- **Medicals**
- **Examiners**
- **Privileges**

Pilots who can exercise Sport Pilot privileges include both currently certificated pilots and newly certificated airmen.

Currently certificated pilots are any airmen which currently hold at least a Recreational Pilot Certificate or greater. These pilots may:

1. Fly any Light-Sport Aircraft for which they currently hold a Category and Class Rating
 - If the Light-Sport Aircraft has conventional gear, a Tailwheel endorsement (FAR 61.31/i) is still required
 - Currency requirements for landings (FAR 61.57) and Biennial Flight Review (FAR 61.56) still apply
2. Apply for Sport Pilot Privileges in an aircraft for which they do not hold a Category and Class Rating:
 - Complete the aeronautical knowledge requirements of FAR 61.309
 - Complete the aeronautical experience requirements of FAR 61.313 for the Category and Class being sought
 - Receive a logbook endorsement from an authorized instructor authorizing solo operation of that Category and Class aircraft (FAR 61.31/d/3)
 - Receive a logbook endorsement from the authorized instructor who trained you stating that you have met the above requirements and are recommended for a proficiency Check
 - Complete an application for those privileges (FAA form 8710-11) which is downloadable from the FAA website at www.FAA.gov.)
 - Successfully complete a proficiency check from the Sport Pilot PTS (FAA-S-8081-29 - issued December 2004) administered by an authorized instructor (other than the instructor who trained you) or a Designated Sport Pilot Examiner.
 - Receive a logbook endorsement from the instructor (or examiner) who conducted the proficiency check certifying you are authorized - the additional Category and Class light-sport aircraft privilege

3. Additional Notes:

- Currently certificated airmen will see no change to their pilot certificate when they add sport pilot privileges for an addition category and class aircraft
- The logbook endorsement for the additional light-sport aircraft category and class is the only documentation required and must be carried when operating that category and class aircraft.
- Because the Sport Pilot Certificate does not have any category and class ratings (only privileges), it is never added to any higher grade certificate.
- Sport Pilot limitations (FAR61.315) apply whenever sport pilot privileges are used.

New Pilot Applicants are those airmen who currently do not hold any FAA pilot certificate or hold only a Student Pilot Certificate.

1. To receive a Sport Pilot Certificate they must:

- Be at least 17 years old (16 years old for glider or balloon)
- Be able to read, speak, write, and understand English
- Obtain a Student Pilot Certificate from an Aviation Medical Examiner (AME) or Designated Pilot Examiner (DPE), if not already obtained
- Comply with student pilot requirements (FAR 61/Subpart C) during training
- Complete the aeronautical knowledge requirements of FAR 61.309
- Receive a logbook endorsement from your instructor authorizing the knowledge test
- Pass the Sport Pilot knowledge test administered by an FAA testing center
- Complete the aeronautical experience requirements of FAR 61.313 for the category and class privileges being sought
- Receive a logbook endorsement from your instructor (FAR 61.327) if the aircraft has a Vh greater than 87 knots
- Receive a logbook endorsement from your instructor (FAR 61.325) if operating at an airport within, or in airspace within Class B, C, and D airspace. (BTV & LEB)
- Complete a Sport Pilot application (FAA form 8710-11) and be recommended by your instructor
- Successfully pass a practical test (based on the Sport Pilot PTS) with a Designated Pilot Examiner (DPE) with Sport Pilot authorization for that Category and Class
- Be issued a Temporary Airman Certificate for Sport Pilot (FAA form 8060-4)
- Receive a logbook endorsement from the DPE authorizing those Sport Pilot privileges being sought

2. To receive additional Category and Class privileges:

1. Currently hold a Sport Pilot Certificate
2. Complete all steps for Currently Certificated Airmen (Item #2)

Medicals are the hot issue with the Sport Pilot community. (FAR 61.303)

1. You can fly a Light-Sport aircraft if you are properly certificated and hold:

- At least a 3rd Class medical certificate, or
- A current and valid U.S. drivers license

2. To fly a Light-Sport aircraft using only a current & valid U.S. drivers license (no current medical) you must:

- Comply all restrictions and limitations imposed by your drivers license
- Comply with all judicial/administrative orders applying to motor vehicles
- Be eligible for the issuance of at least a 3rd class medical at the time of your most recent application
- Not had your most recently issued medical certificate suspended, revoked, or most recent Authorization for a Special Issuance Medical Certificate withdrawn
- Not know or have reason to know of any medical condition which would make you unable to operate a light-sport aircraft in a safe manner

3. You are not allowed to fly a light-sport aircraft if:

- You have been found ineligible for the issuance of a medical certificate at your most recent application
- You have had your most recent medical certificate suspended, revoked or most recent Authorization for Special Issuance Medical Certificate withdrawn
- You know or have reason to know of any medical condition which would make you unable to operate a light-sport aircraft in a safe manner
- If any of these condition exist, the medical certificate must first be regained before becoming eligible to use your U.S. drivers license

Current Examiners (DPEs) must have their Controlling FAA FSDO recommend them to become Light Sport examiners. They will then be listed on the registrar of Sport Pilot Examiners at AFS-610.

- Examiners are authorized as Sport Pilot Examiners (SPE) for a Category & Class
- Examiners may be also authorized as Sport Pilot Flight Instructor Examiners (SFIE)

I currently hold SPE & SFPI designations for ASEL (ASES pending)

Persons Requesting to Become Examiners, SPE, SFIE or both, must submit a completed FAA Form 8710-12 (available at: <http://afs600.faa.gov>) to the Light Sport Standardization Board (LSSB).

Sport Pilot Privileges are as follows:

1: You may:

- Act as PIC of a light sport aircraft
- Share up to half the direct operating expenses

2: You may NOT:

- Carry a person or property for hire
- Fly for compensation, hire, or in furtherance of a business
- Carry more than one passenger
- Fly at night or in Class A airspace
- Fly in Class B, C, or D, airspace without meeting the requirements of FAR61.325
- Fly outside the United States
- Demonstrate an aircraft in flight to a prospective buyer (if an aircraft salesperson)
- Fly passengers in a charitable airlift
- Fly above 10,000 feet MSL
- Fly in flight visibilities of less than 3 sm (or without Visual reference to the surface)
- Fly an aircraft with a Vh of more than 87 knots without meeting the requirements of FAR61.327
- Fly contrary to any limitation, restriction, or endorsement placed on the aircraft's airworthiness certificate, your pilot certificate, airman medical certificate, or U.S. drivers license
- Tow any object
- Operate as a pilot crewmember on any aircraft requiring more than one pilot

Persons who are registered ultralight pilots with an FAA-recognized ultralight organization have a special process to transition to Sport Pilots. They must comply with the provisions of FAR61.329 (Sport Pilot) and FAR61.431 (Flight Instructor with Sport Pilot Rating).

Well there you have it, an overview of a large change in the way most of us have done business for a very long time. Like all changes, it presents challenges and opportunities.

It is my fervent hope that this will revitalize a segment of general aviation I have always loved - tube and fabric airplanes, grass runways, and tailwheels!

The thought for this month is: "It's not how you started, but how you finish that counts!"

So until next month, "Happy Thanksgiving" and remember to: Think Right to Fli-Rite!

Young Eagles: Donald Taylor

We have three pilots reporting Young Eagles flights this newsletter.

Pete Laframbois	10
George Godin	3
Terry Griffin	2

We have flown 239 Young Eagles so far, which leaves 61 more to go for our goal of 300!

The pilots and Young Eagles Flown:

Steve Couzelis	17	George Godin	9
Don Nowakowski	8	George Coy	1
Chuck Robitaille	10	William Hanf	8
Donald Taylor	107	Ronald York	9
John Mcnerney	17	Terry Griffin	2
Pete Laframbois	10	John Butterfield	18
Mike Pecue	17	Bill Yendrzski	6



We still have time to make our goal of 300. There are a few pilots that can make 10 flights for 2005!

I could not fly any Young Eagles for this month's newsletter because the Skylane is being annualled and the Citabria has an electrical problem.

The cooks for the November pancake breakfast are Don Taylor and Charles Mackin!

From Young Eagles Headquarters by Don Taylor

If we could gauge the number of Young Eagles flown this summer by the amount of paperwork mailed to us we would have piled of registrations back to us! However, that is not the case so far. So I am wondering if there is a lot of paperwork sitting on someone's desk or in a box waiting to be sent in? Please get these registration forms in to us as soon as possible. The young Eagles are waiting to see their names in the world's largest logbook!

Calendar of Events

Nov 20, 2005	Pancake Breakfast, Franklin County Airport (FSO) 9-11, Meeting to follow
Dec 18, 2005	Pancake Breakfast, Franklin County Airport (FSO) 9-11, Meeting to follow
Jan 15, 2005	Pancake Breakfast, Franklin County Airport (FSO) 9-11, Meeting to follow

EAA CHAPTER 613
 Tom Edwards
 124 Wild Rose Circle
 Shelburne, VT 05482

FIRST CLASS MAIL



November 2005

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Terry Griffin	878-7436	4160 Saint George Rd, Williston 05495	trg216@aol.com
Vice President			
Don Nowakowski	899-5163	146 Raceway Rd, Jericho 05465	nowakod@us.ibm.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary			
Marge Butterfield	878-6337	721 No. Williston Rd, Williston 05495	airbear@surfglobal.net
Newsletter Editor			
Tom Edwards	985-5232	124 Wild Rose Circle, Shelburne 05482	k1kbl@msn.com
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@surfglobal.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com