



## CHAPTER

# 613

## September 2007

(Chapter 613 web site)

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

### News and Views: Bruce Richardson

There are many things to report for the upcoming months, so rather than waste space with my own ramblings, let's get right to the important stuff. Please be sure to check out the "Upcoming Events" section, which has news about some Experimental Light-Sport Aircraft (ELSA) Repairman-Inspector courses coming to FSO in October. and a notice about the Basin Harbor Fly-in being CANCELLED.

### \*\*\*SHELBURNE AIRPORT DAY\*\*\* by Marge Butterfield

IT'S CLOSING IN ON US! Yes, Shelburne Airport Day is just around the corner--- Saturday, September 15<sup>th</sup>. We have heard from a lot of members already and thank you for your support. This is definitely going to be a fun day. We are planning to do part of the set up on Friday evening at 6:00 p.m. Hope to see you then.

On the morning of the 15<sup>th</sup>, plan to arrive at the Shelburne Airport at 8:00 a.m. if possible. We will finish the set up at that time. We are planning to have a short meeting to discuss the progress of the new hangar, which will house the Chapter's Aviation Learning Center, at 8:30 a.m. since there will be a lot of members present.

The event officially begins at 10:00 a.m; however, there will be a small group of blind children at the airport at 9:15 or 9:30 a.m. for Young Eagle rides. **Frank Gibney** is arranging this and it was decided to give these children their rides before the general public arrives. (And as many of you will recall, the general public tend to get there early too).

Does anyone have any homebuilt aircraft (including ultralights and model airplanes ) that you would like to display? If so, please give **Frank Gibney, Sonja Burbank or Marge Butterfield** a call.

So that's it. Look forward to seeing you at Shelburne Airport Day!!

### President's Column: Tony Speranza

**SHOP NIGHT:** Will resume Thursday, September 13th @ 7pm. Bob Houghton has invited us to visit his hanger/shop in Ferrisburg. Bob's got some neat stuff and is a real expert so should be fun. Take Shelburne road south from Burlington, go about 18 miles south on Route 7 to Ferrisburg. Take a right on Greenbush road and go about 1/2 mile. You'll see the airstrip on left and a drive going to his house. His hanger is located behind the house.

**AVIATION CENTER:** Our project continues to make serious progress. Don Talyor has been doing an amazing job collecting materials, coordinating all the construction activities as well as providing well needed funding. The foundation is in, all the pipes and wires are imbedded for kitchen & bath, the steel for larger hanger door is up and the basic wall framing is complete. Framing includes the 2nd story for classroom...see attached photo...WOW.

Now that summer is over it's time to get serious about FUND RAISING. We've picked up a variety of materials and some cash donations but are well short of the required monies required to finish the project. We will need everyone's help to make this successful. We are planning an Internet auction and NEED HELP. Please plan on arriving at Shelburne an hour early on 8/15....8am we will kick-off a fund raising meeting in the hanger office at Shelburne. PLEASE ARRIVE @ 8AM.

**YOUTH AVIATION PROGRAM:** Bob Desmarais has outlined an excellent program which Chapter 613 will sponsor. It includes a variety of aviation subjects and will finish up a Young Eagles ride for all kids. Please take the time to read Bob's program outline (in this newsletter). We plan to kick off 1st session late this year (November). Thanks Bob!

**RV-6 PROJECT:** I'm having a great time flying the aircraft. I'm up to 16 hours (40 hour Phase 1 requirement) with no real issues (a little tweaking to balance CHT). The RV-6 handles well on the runway for a tailwheel but it drops hard if you're not real close to the runway. Been doing some cross country (w/100 mile limit) and practice IFR (no hood since I'm alone) even starting landing on the grass (Alburg once).



The Hardworking Hangar Bunch (and Tony)

## Aviation Education Center Proposal by Bob Desmarais

As some of you know, I've been thinking of ways to use our new hanger space to reach out to the youth of our community. This should be easy because we have fun flying and kids like having fun. We can offer a free introduction to aviation, and an opportunity to build something, learn something, fly something then eat something while watching a video on aviation. What's not to like about that?

I'm thinking that if we do this right, we should be able to find many groups of kids that have an interest in aviation.

For example: We could visit local schools and meet with their after school clubs and talk about our ideas and get some feedback.

Perhaps we could help the Boys Scouts and Girls Scouts earn a merit badge.

Some other groups that I'd like to meet with include The Boys and Girls club, the King Street Youth Center in Burlington, the Civil Air Patrol and other groups.

So what kind of activities might we be able to share? Certainly flying is the main event, and every group would like an opportunity to try that.. Hopefully we would attract a diverse group of kids who could learn about aircraft building, inspecting and repair, about planning a VFR or IFR flight, learning how to read a map, or understanding more about aviation weather. Many of us could probably benefit with a refresher in some of these areas as well and one of the best ways to learn it is to teach it.

We have lots to offer, whether it be an hour of activities or a six-hour event. So let's get together and find opportunities to reach out into our community and find these kids and make a difference where we can.

I'd love to hear your ideas! Please email me at [rjdesmar1@comcast.net](mailto:rjdesmar1@comcast.net) or call me at (802) 324-0326..

## Hangar Meeting Minutes: Marge Butterfield

July & August 2007

Minutes of the Hangar Meeting July 11, 2007 – 6:30 p.m. - FSO

Officers, Tony Speranza, Steve Couzelis and Marge Butterfield, together with members, John Butterfield, George Coy, Bob Desmarais and Donald Taylor were present at the meeting.

There has been quite a lot of progress on our 48' x 80' Chapter hangar. George Coy and Donald Taylor have been working at the site every day. The piping is in, concrete slab has been poured and Donald Taylor was going to put the sills down on Thursday, July 12<sup>th</sup> (our one sunny day). Due to the heavy rains lately, there has been some washout, which Donald and George have been studiously monitoring.

Much of the materials and time for the hangar have been provided by:

Backhoe and excavating work -	George Coy
Down payment for cement slab -	Donald Taylor
Steel for the hangar door -	Donald Taylor
Bi-fold door -	Donald Taylor
Nails -	Donald Taylor
Misc hardware for plumbing -	Donald Taylor
Crushed stone-	Dennis Demers
Concrete (20 yds) -	Carroll Concrete (Griswold is supposed to donate 10 of the 20 yds.)
2 x 6 studding -	Norm Cyr
Windows -	Tom Edwards

We are now at a point where the studding needs to be put up. Due to the precision and high work involved to construct this (the studs are 16' in length), it was voted that the Chapter contract this out. (George Coy is currently having his hangar built and the same crew will do our studding). Once the studding is complete, we will have a "Strapping Party". We will get the word out to members the weekend planned to put up the strapping, which will be sometime in August. Donald advised that he would pay for George's crew to put up the studs for the framing. The chapter members will do the strapping, metal, and the interior. There will be another meeting to vote on what to do about the trusses and the roof. Ray Cooley may know someone who can donate the trusses.

Secretary, Marge Butterfield, advised that she has spoke with Tammy Thomas at EAA National regarding insurance. The premium for a 40' x 80' hangar is an additional \$152.00; however, it can't be prorated. Nevertheless, it was agreed that we should get insurance for the rest of the year.

Treasurer, Steve Couzelis advised that we have both a savings and a checking account for the hangar construction. There is \$6,066.00 in the savings account and \$2,125.00 in the checking account.

Bob Desmarais, Program Director, presented a very nice brochure he made, entitled: "Health, Education & Aviation Proposal". A copy of it will be forward to the newsletter editor, Bruce Richardson, for publication in the next newsletter. The programs will target ages 10 (sixth grade) and up. Both Bob Desmarais and President, Tony Speranza indicated that we should try and put on an aviation program in the very near future. George Coy volunteered the use of the hangar at FSO or his own hangar, if completed. It was discussed that we should get input from members who are teachers --- Tom Edwards and Sonja Burbank.

Lastly, we need to have a sign put up for "Future Home of EAA Chapter 613 Aviation Center". Tony will e-mail Eric Richardson who had previously mentioned at a Chapter meeting that he could make a sign.

Minutes of the Hangar Meeting August 29, 2007 – 6:00 p.m. – FSO

Officers, Tony Speranza, Bruce Uvanni and Marge Butterfield, together with members, John Butterfield, Cliff Coy and Donald Taylor were present at the meeting.

Before the meeting, we went over to look at what progress had been made on the hangar. Well, I was blown away at how much had been done since the last time I was at Franklin County. The last time I was there, just the slab had been poured. **George Coy** had done most of the site work. Thanks George! And now, thanks to **Donald Taylor**, the hangar is taking shape. Donald has been the project manager for the construction that has taken place so far. The studs are up, with opening for the windows and doors, and the portion of the hangar that will be the Chapter meeting area has the second floor and stairs done. It looks impressive. Donald has been there every day supervising the crew who are doing the studding and will also do the trusses and roof. In addition to putting in many hours each day working on the hangar and doing additional site work, (many of these days were extremely hot and humid), **Donald Taylor** has provided much of the material so far. To date he has spent almost \$37,000.00. In addition to being a great builder, Donald also keeps precise records. We have his itemized list of expenses on file if any member would like to see it.

The members present at the Hangar Meeting voted that the Chapter pay three of the bills to Swanton Lumber. The amounts of the bills and the materials provided are as follows:

Floor joists -	\$2,209.20
10 windows -	1,542.00
36 – 4x8x3/4 plywood -	791.64

It looks like the strapping should take place in October. Once the weekend has been determined, volunteers will be needed!

There was a discussion that we need to get going on our fundraising. Since there will be a lot of members present for Shelburne Day on Saturday, September 15<sup>th</sup>, it was decided that we should have a short meeting to discuss the Chapter hangar on that morning at 8:30 a.m.

Marge Butterfield announced that she sent in the application for the additional insurance for the Chapter hangar. The additional premium was \$152.00.

This month we will wrap up the “Flying with Floats” series. The final topics we will consider are the following:

- **After Landing Procedures**
- **Anchoring**
- **Mooring**
- **Beaching**
- **Docking**
- **Ramping**
- **Postflight Procedures**

**After Landing Procedures** are slightly different in seaplanes. Most seaplane landings transition into a “Step Taxi” after landing. This is to expeditiously move the seaplane from the landing area to the location where it will be secured. Once the seaplane is firmly on the water, raise the flaps and add sufficient power to keep the seaplane in the planing position “on the step.” The flaps are retracted to allow for a slightly higher step taxi speed, reduced wind effect and better visibility

**When approaching the securing area** reduce the power to idle, apply aft elevator pressure to raise the nose, and allow the seaplane to return to a plow taxi. At this point the water rudders are lowered and the after landing checklist completed. Next, remove your headset and seat belt so as to not become entangled with them when exiting the seaplane and then unlatch the door. (The seat belt is secured by connecting the two ends across the seat underneath you.) Lastly shut down all electrical equipment and turn off the Master Switch so that the battery will not be draining while you are out of the cockpit securing the seaplane.

**Anchoring** is an easy way to secure a seaplane on the water surface, but anchoring provides no way to reach shore unless a dinghy is available. Because of this, the use of anchoring is limited mostly to recreation (i.e. fishing) or emergency use. When selecting a site to anchor, the holding characteristics of the bottom are important to consider. Other anchoring considerations are that the seaplane be out of the way of moving vessels, that it be in water deep enough to not “bottom out” as it moves with wind or tide changes, and that it has enough room to move around the anchor as the wind changes but not strike anything. Use an anchor line that is approximately 7 times the water depth. The anchor line should be tied off around the forward float attach fittings rather than the bow cleats. This will prevent the anchor line from submerging the front of the floats if a stiff wind makes the seaplane “tug” on the anchor line. The water rudders should be left retracted as they can interfere with the seaplane’s ability to respond to wind shifts. If the seaplane is going to be left unattended at anchor, use a heavier anchor and insure that it is “set” into the bottom properly. This setting is accomplished by anchoring the seaplane while it is facing into the wind and then letting it drift backwards and “set” the anchor. Verify that the seaplane is not dragging the anchor by picking two points on the shore (one directly behind the other) and observing that they keep their alignment. If they do not, the seaplane is drifting. Secure the seaplane’s controls with the elevator down and the rudder centered. This will cause the wind to keep the seaplane’s nose down, reducing the lift and wind resistance while at anchor. Lastly do not forget to use some type of anchor light if the seaplane is to be left overnight.

**Mooring** eliminates the problem of anchor dragging and its use is more common. The problem of reaching the shore still remains, but the issue can be resolved by leaving a dinghy attached to the mooring while using the seaplane. A mooring buoy is approached straight into the wind at minimum speed. Always approach a mooring buoy with the outside of a float - never between the floats. This is to avoid damage to the propeller and/or underside of the fuselage. To prevent overrunning the mooring buoy, shut down the engine as you approach the buoy and let the seaplane coast up to the buoy. After the engine is shut down, approach the buoy, turn the mags “**off**”, exit the seaplane, and stand on the float deck. The mooring buoy can then be grasped either by hand or with a boat hook. The mooring lines are tied off around the forward float attach fittings, just like an anchor line.

**Beaching** is a desirable alternative if the shoreline is suitable. Rocky shorelines will damage the floats, and mud bottoms are not suitable due to the probability of getting the seaplane mired in the mud. Suitable beaching areas should be of sand and free from obstructions. Inspect the proposed site carefully from both the air and water before using it. Approach the beaching area at a 45 degree angle so that the seaplane can be quickly turned away if the area proves to be unsatisfactory. This also allows the shoreward float to get closer to the beach before bottoming out which makes for less wading in

shallower water. Water rudders should be retracted before entering the shallow water next to shore to protect them from damage. Once contact with the beach is made, exit the seaplane, push it around, and then pull it backwards onto the beach. If the wind is suitable, sailing backwards onto the beach with the water rudders up is the most desirable method of beaching a seaplane. The aft bodies of the floats do not dig into the beach as hard as the forward float bottoms, so it is easier on the floats. Also, the seaplane can get closer to the beach this way and is in the proper position to “power off” the beach when departure time comes. Do not leave a beached seaplane unattended without securing a tail tie down line to a solid object on the shore. This is because wave action rapidly washes the sand out from under the floats and may re-float the seaplane. Do not forget the effect of tides if operating in salt water estuaries. It is important to get the seaplane firmly on the beach so that the waves do not keep pounding the floats against the bottom and damage them. If the seaplane is to be left overnight, tie-down stakes and ropes should be used, just as in a landplane. In a pinch, with high winds expected, the floats can be filled with water. This makes the seaplane very secure, but filling and subsequently pumping out the floats involves a lot of work. Flying boat pilots who beach “gear down” should clear the main gear wheel wells of any sand or debris prior to departure.

**Docking** is the most popular way of securing float equipped seaplanes. Docking does not work well for hulled seaplanes (flying boats) because their wing tip floats will not clear the dock and they prevent bringing the hull alongside the dock. This procedure is essentially the same as mooring, except that approaching directly into the wind may not be an option. Proper planning of the dock approach, compensating for the wind and current, and skill in handling the seaplane in congested areas are the keys to success. **Remember that bumping into things with a seaplane’s extremities can result in extensive damage and be very expensive!** Plan the approach to the dock as much into the wind as possible and verify the responsiveness of the water rudders to ensure that they will maneuver the seaplane with the existing wind and current. If control is marginal, turn away and plan an alternate method of approaching the dock. When within coasting range of the dock, shut down the engine, turn the mags “off”, and steer the side of the floats against the dock as gently as possible. Next, exit the seaplane, stand on the float deck, step onto the dock, and secure the line from the rear float strut to a mooring cleat on the dock. Then proceed to secure the front mooring line to a mooring cleat on the dock. **Be very careful in letting inexperienced people assist in docking or mooring a seaplane. It is quite possible to walk far enough forward on the float deck to be struck by the propeller!**

**Ramping** is the most popular way of securing amphibious seaplanes. Ramping is also used quite a bit with straight floats. Again, ramping may not be an option for a hulled seaplane because their wing tip floats will not clear the obstructions along the sides of narrow ramps. These aircraft can only be ramped in locations which provide a wide enough ramp, or clear area, to allow adequate clearance for the wing tip floats. A high-wing, float-equipped aircraft usually has sufficient wing height to clear all but the highest obstructions. When using boat ramps to take amphibious seaplanes out of the water, be very careful about light poles and other obstructions, as these ramps are not designed with wing clearances in mind!

Wooden ramps are sometimes used at seaplane bases and - when kept wet - will allow a seaplane on straight floats to be taken completely in and out of the water by sliding up or down the ramp on the keels of the floats. Concrete (or paved) boat ramps are not suitable for straight floats and should only be used by amphibians. With a stone or a widely spaced plank ramp, check to insure that the smaller bow tires of the amphibian will not become lodged in the gaps before attempting their use.

The water rudders are left down for directional control when approaching a ramp, and they are subsequently raised as the bows of the floats contact the ramp. The elevator control is held full aft throughout the ramping maneuver.

When approaching the ramp at the correct speed, the impact with the ramp is cushioned by the bow wave of the float. When the seaplane is too slow or decelerating, the bow wave moves farther aft on the float and causes the ramp impact to be harder. Apply additional power just prior to contacting the ramp. The higher power raises the float bows and creates more of a bow wave cushion, lowering the ramp impact force on the floats

When the wind is toward shore and the ramp must be approached downwind, it is necessary to approach the ramp with enough speed to maintain control. In this instance it is important to not cut the power until the seaplane has contacted the ramp and sides up on it. Cutting the power before reaching the ramp will cause the seaplane to weathervane and hit the ramp sideways or backwards.

The most difficult ramping condition is when the wind is blowing parallel to the shore. This is especially true when the wind is strong enough to make control marginal. In this instance, if the ramp has been approached upwind, it may not be possible to turn the seaplane crosswind without excessive speed. This may be overcome by taxiing directly downwind toward the ramp until very near the ramp. When the seaplane is directly abeam the ramp, momentarily close the throttle and let the seaplane weathervane to the correct ramping position. Then apply enough power to pull the seaplane up the ramp and out of the water. Do not attempt this when the winds are high and the ramp is slippery, as the seaplane may be blown off the ramp sideways.

When the seaplane stops moving, shut down the engine and complete the secure checklist. The seaplane should have been powered far enough up the ramp so that the waves will not hit the seaplane and work it back into the water. On the other hand, if the seaplane is too far up the ramp, shoving off will be difficult. Ramps are usually quite slippery, so remind passengers to be very cautious with their footing when walking on the ramp.

In strong winds, experience and proficiency are necessary for safe ramping. If the conditions are questionable, the safest procedure is to taxi upwind to the ramp and have a helper attach a line to the floats. The seaplane can then either be left floating, or pushed into a position where a vehicle can haul it up the ramp.

Postflight Procedures also have some items unique to seaplanes. Any time the seaplane has been operated in salt water, the entire seaplane must be flushed with plenty of fresh water to minimize corrosion. When the seaplane is secured, move the fuel selector to a position which blocks the fuel tanks from being interconnected. This is especially important when the seaplane is left in the water. It prevents fuel from transferring into the low wing (if one float becomes lower in the water) and possibly capsizing the seaplane. Lastly, insure that the seaplane is properly secured (tied) before leaving. The rest of the Postflight items are similar to a landplane.

This completes the seaplane series. Next month we will start a new topic. The thought for this month is a quote from John A. Shedd. “**A ship in harbor is safe, but that is not what ships are for.**” So until next month, be sure to: **Think Right to FliRite!**

### [Day's End @ 5ME \(Naples SPB, Maine\)](#)



**Safety Tip By Don Taylor****Uncontrolled Airports**

I was returning from Saranac Lake after flying Young Eagles Sunday, September 12th. I was about 20 miles out from Franklin County Airport when I heard an airplane landing on runway 19. I tuned in AWOS (Automated Weather Observing System) on 119.025, the wind was 220 degrees at 4 kts. I called Franklin County Airport and reported I would be flying over for downwind to runway 19, when I was over the airport ready to turn downwind I heard someone call on the radio that he was taking off on 01. I could not see anyone on the runway, so I came back and said okay, I will be watching for you, and that I was landing on runway 19. I could not see anyone take off, so I landed on 19.

After I put the plane in the hangar, someone came in and said he wanted to take off on runway 01, and everyone was landing on runway 19. I said did you check the AWOS, he said no. Well, if he had he would have heard that it was favoring Runway 19.

When flying to uncontrolled airports, you have to be careful and use the radio to let everyone know what your intentions are.

**Did you Know? By Don Taylor****Aviation Thoughts for September**

- 1 - A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.
- 2 - A check ride ought to be like a skirt... short enough to be interesting, but still long enough to cover everything.
- 3 - Good judgment comes from experience, and experience comes from bad judgment.
- 4 - A fool and his money are soon flying more airplane than he can handle.

**Young Eagles: Donald Taylor**

Young Eagle flights so far: a total of 222. 78 more to go for our goal of 300.  
There are a lot of Young Eagles pilots that have not flown 10 or more for 2007.

George Coy - 3  
 Donald Taylor - 106  
 John Butterfield - 31  
 Chuck Robitaille - 4  
 Frank Gibney - 3  
 Tom Edwards - 9  
 Fred Gribble - 4  
 Bill Yendrzski - 3  
 Don Nowakowski - 2  
 William Hanf - 12  
 Ronald York - 18  
 Mike Pecue - 21  
 Robert Sterling - 6



Saranac Lake, NY, Saturday and Sunday August 11- 12

I went over and flew Young Eagles. Saturday was too windy. flew only two Young Eagles and one adult. Sunday was windy but much better, flew 27 Young Eagles and two adults.

#### NEXT YOUNG EAGLES RALLY:

Shelburne Airport (VT8), Shelburne, VT: Saturday, September 15th (rain date: Sunday, September 16th)

## UPCOMING EVENTS

### \*\*\*\*\*Shop Night\*\*\*\*\*

Thursday, September 13th @ 7pm. Bob Houghton has invited us to visit his hanger/shop in Ferrisburg. Bob's got some neat stuff and is a real expert so should be fun. Take Shelburne road south from Burlington, go about 18 miles south on Route 7 to Ferrisburg. Take a right on Greenbush road and go about 1/2 mile. You'll see the airstrip on left and a drive going to his house. His hanger is located behind the house. [Editor's Note: I think the airstrip & hanger drawn on the map below is slightly off... it's actually just north of State Forest & Westin roads, on the slight corner]





**September 6, 2007 through September 9, 2007**

The Fly-In weekend in Greenville, Maine consists of Float Plane Competitions, Educational Exhibits, the Moosehead Lake Regions largest Craft Fair, lots of food and much more. Land and float plane pilots from all over the country and world fly to our waters to enjoy this yearly tradition at Moosehead.


Contact: 207-695-2702

For more information and a guide to the event, see <http://www.seaplanefly-in.org/>

Per Don Taylor, if you go for one day, Saturday is your best day (weather permitting)

## 2007 Northeast Builder's Forum

**Oswego Co. Airport, Fulton, NY (FZY)**  
**September 8, 2007**  
*Hosted by EAA Chapter 486*



For reservations, call (315) 675-9876  
 Registration Fee \$30.00  
 Camping Available

- All day seminars, demonstrations and exhibits.
- Hands on workshops on welding, riveting, fabric covering.
- Kit Aircraft demonstrations.
- Vendor displays
- Flea/Fly Market

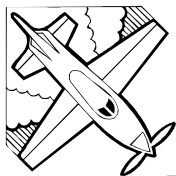
## CANCELLED Basin Harbor Fly-in 2007 Sun Sep 9, 2007

Due to an inability to get an air traffic control tower for the 2007 event, the ACONE Basin Harbor Fly-in for 2007 has been cancelled. There will not be a fly-in at Basin Harbor this year. Due to advanced publicity about the event, ACONE needs your help getting the word out about the cancellation. Please help spread the word about the cancellation at your local airport, flying club, EAA chapter, etc. In place of this fly-in, we invite ACONE members and their guests to please join us at the ACONE Owls Head weekend in Maine in October. See the event listing online at [www.ACONE.org](http://www.ACONE.org).

**Location:** Basin Harbor, VT

**For more information:**

**Contact:** David Margolis    **Phone:** 781-255-7773    **Email:** [DavidMargolis@SyndicatedAdFeatures.com](mailto:DavidMargolis@SyndicatedAdFeatures.com)



## SHELBURNE AIRPORT DAY

By Marge Butterfield

The groundwork is being laid once again for the Fly-In/Young Eagles Rally on Saturday, September 15th at the Shelburne Airport. We couldn't do this without the help of the volunteers who have helped in the planning part so far and for those who we hope will be there to help out on the 15<sup>th</sup>. So if there are any members out there who are free that day and haven't already committed their time, we definitely would appreciate your help!

The event officially begins at 10:00 a.m.; however, there will be a small group of blind children at the airport at 9:15 or 9:30 a.m. for Young Eagle rides. **Frank Gibney** is arranging this and it was decided to give these children their rides before the general public arrives. [Per Tony, there will also be a Chapter Aviation Center fundraising meeting in the hanger office at Shelburne at 8:00 a.m, so please arrive early.]

We are in need of some tarps. Anyone out there have any tarps we could borrow for the day??

Many of you may recall what a fun time this was at the last Shelburne Day in 2004. We again plan to have a food concession, bake sale (baked items will be needed!), a display on our new Chapter hangar (Chapter Aviation Learning Center) and static displays. Please give **Frank Gibney, Sonja Burbank or Marge Butterfield** a call. Also, we would like to have any aircraft (including ultralights and model airplanes) built by Chapter members on display. Here's a chance to show off your handiwork!

As you can see, this is going to be a BIG DAY and it can't be done without your support. Volunteers will be needed! Some of the positions available are:

- Pilots to give Young Eagle rides
- Young Eagle paperwork handlers
- Young Eagle Certificates preparation
- Bake Sale attendants
- Cooks for the food concession
- Someone to sell raffle tickets
- Parking attendants
- Static display attendants (for both the airplanes on display and for our Chapter booth)

Well, that's just to name a few. Please call either Frank Gibney or Sonja Burbank at 879-7419 or Marge Butterfield at 878-6337 to volunteer. We will be standing by waiting for your call! THANKS.

**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 !



## **Aero Sports Connection (ASC®) Light-Sport Repairman Inspection Courses**

**Powered Fixed Wing (PFW): October 6-7, 2007**

**Powered Parachute (PPC): October 8-9, 2007**

Do you own an Experimental Light Sport Aircraft (ELSA)? Do you own an SLSA that you are going to convert to ELSA? Do you want to perform your own annual condition inspection and save the cost of an A&P Mechanic? Do you just want to learn more about inspection of sport aircraft? If you answered "yes" to any of the above, you might be interested in attending an ASC ELSA Repairman-Inspector course.

The courses will be held at Border Air Ltd, 629 Airport Rd, Swanton, VT 05488. Each course costs \$350 (\$300 for ASC members), which includes lunch each day and all other course materials. Classes will be taught from 8am to 5pm each day, and there is a class size limit of 16 students maximum. The course registration deadline is when the class fills up, so don't delay! Go to the ASC web site at [http://www.aerosports.org/repairman\\_courses.htm](http://www.aerosports.org/repairman_courses.htm) for more information, or call Jim Stephenson at 269-209-1466. You can also call them at 269-781-4021 to register; sign-up requires a minimum \$100 "attendance" deposit. That means if you do not show up you forfeit the deposit. If they cannot fill the class and it is not held, ASC will refund the deposit.

### Calendar of Events

September 6-9, 2007	Moosehead Lake Seaplane Fly-In, Greenville Municipal Airport (3B1), Greenville, ME
September 8, 2007	2007 Northeast Builder's Forum, Oswego County Airport (FZY), Fulton, NY info: 315-675-9876
September 13, 2007	Shop Night @ Bob Houghton's hanger , Greenbush Rd, Ferrisburg , 7 pm
September 15, 2007	Shelburne Airport Day, Shelburne Airport (VT8), Shelburne, VT. Rain date: September 16th
September 23, 2007	Chapter 613 Trip to EAA Chapter 324 Simsbury (CT) FlyIn, Simsbury, CT - see Tony for info
October 6-7, 2007	ASC PFW ELSA Repairman-Inspector course @ Border Air Ltd (FSO), Swanton, VT 8am-5pm
October 8-9, 2007	ASC PPC ELSA Repairman-Inspector course @ Border Air Ltd (FSO), Swanton, VT 8am-5pm
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

### EAA Speakers Bureau...Coming Soon!

#### We Need YOUR Chapter's Help to Make it a Success!

EAA knows that finding high quality speakers for Chapter meetings can be a challenge. Your Chapter wants a good variety of quality presentations and contacts of people that are in your local area that can travel relatively easily to your meetings. EAA is addressing this Chapter need by creating a brand new resource...the **EAA Speakers Bureau!**

This outstanding resource for your Chapter will be launched this September. Your Chapter will have an on-line resource, via the EAA website, in which you can find lists of speakers that can present on a variety of aviation topics. In addition, these speakers are familiar with EAA and local Chapters as many of them have presented at EAA AirVenture Oshkosh in the workshop and forums area, exhibited at convention or are aviation industry professional contacts of EAA. The bureau will allow your Chapter to search by state, person's name and/or by speaking topic. This truly will be an amazing new reference tool for your Chapter.

**Your Chapter's help is needed in creating the best Speakers Bureau possible so we are asking your Chapter to contribute to its success by recruiting or adding at least one speaker to the bureau.** Just think, if each Chapter recruited just one person, the Speakers Bureau would start off with over 950 contacts, but this can only happen with teamwork and each Chapter playing their part.

Attached you will find a Speaker Registration form as well as an overview of what is involved as a participant in the Speakers Bureau. **EAA's is asking each Chapter to bring this information to your next Chapter meeting and ask your guest speaker if they would be open to being included in the EAA Speaker's Bureau.** If so, take a few minutes to fill out the information with the speaker and return the form to EAA Chapter Office, PO Box 3086, Oshkosh, WI 54903-3086. **Registrations can also be completed on-line at:** <http://speakers.eaa.org/speakersbureau-bin/public/register>

Be sure to share with them that they can limit locations in which they will travel and it is always their choice to accept or decline an invitation to speak. Chapters may offer to reimburse their travel expenses but this is a volunteer effort, so we ask that they do not charge for their presentations. (Note: Please do not submit any speaker registrations without their permission). Please also consider contacting past presenters that your Chapter enjoyed and invite them to participate as well.

The goal is to have as many speakers registered by September as possible but this will also be an ongoing effort to grow the EAA Speakers Bureau. Next month your Chapter will receive an announcement with the web links to the active EAA Speakers Bureau. So watch for this exciting new resource!

Please don't delay in recruiting at least one guest speaker for the bureau. This is an important effort that by working together we can make an outstanding solution to one of many Chapter's most common challenge.

Good luck and thank you!

A couple of Interesting Websites from Newsletter Editor Emeritus Tom Edwards

### www.liveatc.net



### www.BrakesOff.com

**BRAKESOFF.COM** →  
*Information for pilots from pilots*

Airport ID (KBOS, JFK)  
 Browse by: [State](#)

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**Franklin County State**  
Highgate, Vermont

Type: AIRPORT  
 Identifier: FSO  
 Coordinates: 44-56-25.0110N  
 073-05-50.8560W  
 Elevation: 328'  
 FSS: 1-800-992-7433

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**Area Attractions, Events and Restaurants**

2006.12.23  
 Very low fuel prices at self service pump. Pam's Place will deliver subs and pizza to the airport 802-868-3340. Food can be eaten in lounge area inside the terminal building.

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

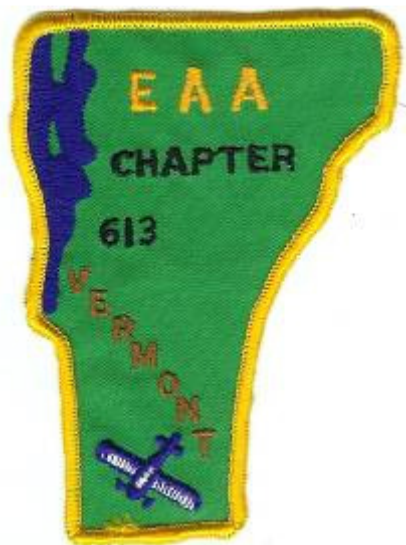
Frank Gibney would like to talk with anyone who would be interested in sharing his hanger space at Franklin County Airport (FSO). Call him at home 802-879-7419.

**OFFICERS/COMMITTEE MEMBERS**

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<b>Chapter Web Site</b>			
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**FIRST CLASS MAIL**



July 2007