



CHAPTER 613

April 2007

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

Something new: I've added a section called "Scholarship Committee", where our Scholarship Chairperson, Frank Gibney, can address news and issues pertaining to the various ongoing chapter scholarships. Please give it a special look, as Frank needs names of possible candidates for the upcoming summer EAA Air Academy.

Marge Butterfield asked me to mention the following upcoming Young Eagles event: Young Eagle Rally, Dean Memorial Airport, North Haverhill, NH, June 2nd. Rain date June 3rd. So mark your calendars!

FYI, one of our chapter members, Don Jones, sent me a link to a free PDF reader, [Foxit Reader 2.0 for Windows](http://www.foxit.com), that might be of interest to our members due to the newsletter being published as a PDF. Don recommends it due to its compact installed size and other features. You can read a 2nd party review of Foxit Reader at <http://www.rosecitysoftware.com/newsletter/newsletter28.html>, the column on the right has a summary of the merits of Foxit Reader versus Adobe Acrobat. Thanks Don!

Thanks to everyone for reviewing their member information. So far, it seems the most mentioned update is for the "Mbr Year". I should have mentioned that I get my list from Steve Couzelis, so he is the one to contact about updating your membership renewal information (and most likely, he has the information already, but hadn't sent me an updated list yet). And please don't forget, I am also looking for feedback on the "Member Projects" list included in the last newsletter - so please review it and send your updates to me, so we can get it posted on the chapter's web site.

March Minutes by Marge Butterfield, Secretary

There was a good turnout for the March 18th pancake breakfast and meeting at the Franklin County Airport, despite the weather. The room was decorated in a St. Patrick's Day theme, thanks to the touch of **Donald Taylor** and **Bob Desmarais**. In keeping with tradition, our cooks, **George Godin** and **Don Nowakowski** donned their green hats and did a great job displaying their culinary talents. The meeting was called to order by President, **Tony Speranza**, at 10:05 a.m. The minutes are as follows:



Faith and Begorra! Our cooks, Don Nowakowski and George Godin

Thanks were extended to **Donald Taylor, George Coy** and **John and Marge Butterfield** for setting up for the breakfast.

Thanks were also extended to the cooks, **Don Nowakowski** and **George Godin** for their excellent job in cooking for the breakfast.

The pancake breakfast in April will be held on the last Sunday, **APRIL 29TH**, so that it won't conflict with Sun 'n Fun. New member, **Janette Stetson**, along with **Donald Taylor** and **Mike Chrastina**, volunteered to be the cooks.

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

There was no Treasurer's Report as both **Steve and Jan Couzelis** were down in sunny Florida.

There was much discussion on the Chapter Aviation Education Center, which will be a permanent home for the Chapter. As an overview, the shop area will be large enough to hold three airplanes, a library, Education Center and kitchen. The Education Center will be used to support educational youth programs, Young Eagles and ACE Camp. The Chapter will lease the land from the State of Vermont (no fee charged). **Tyler Hart** did the engineering for obtaining the necessary State permits. Thanks Tyler! The estimated cost is \$80,000 and the proposed endowment is an equal amount. Treasurer, **Steve Couzelis**, has opened a separate account for the Education Center Fund. It was voted by members last month to transfer \$1,000 from the general account into the Education Center Fund to open the account. **Clifford Coy** was the first donor when he donated the proceeds from last month's 50/50 raffle. *Donations will be gladly accepted!* **Tom Edwards** has donated windows for the building. **Frank Gibney** brought up the thought of members including the EAA in their Will, as you can take significant deductions for donations to non-profit corporations.

George Coy started the ball rolling by donating \$1,000 to the Education Center Fund and pledging another \$1,000 to the Endowment Fund. **Donald Taylor** pledged \$1,000 and also stated that he would pay up front for the cost of pouring the concrete foundation and would be reimbursed as donations came in. **Frank Gibney** said he would donate \$1,000 if the donation was matched. **John and Marge Butterfield** therefore said that they would donate \$1,000. **Mike Chrastina** also pledged \$1,000, to be donated in smaller amounts over time. Not a bad start for the donations! The following members have previously given cash donations: **Tony Speranza, Tom Edwards, Don Nowakowski, Steve Couzelis, Bruce Richardson** and **Terry Griffin**. Many thanks to those who have donated thus far. Donations of any size are greatly appreciated, no matter how big or small. Contact either **Steve Couzelis** or **Tony Speranza** if you feel you can help out in this regard. Help make the Aviation Education Center a reality!

Frank Gibney advised that with the change in the tax law, our Chapter will need to send a receipt for donations to all donors.

Bob Desmarais has volunteered to be the Program Coordinator for the Education Center. If anyone would like to help out or have any ideas on programs, contact Bob at 872-8449.

Frank Gibney mentioned that Rick Sylvester headed up the Education Career Program at the Burlington High School and brought Federal grants to Burlington for the aviation program. He suggested that we contact Rick and possibly use him as a volunteer consultant. **George Coy** also suggested contacting Brian Dubie and Dennis Demers.

John Butterfield suggested that another way to raise money for the Education Center is to sell items and donate the proceeds. This could be done by way of the classifieds section in our website. Depending on the items sold, you could use E-Bay or Global Garage Sale.

Scholarship Chairman, **Frank Gibney** read a nice letter he received from Abigail Thompson, who was the recipient of the *Edmando Roberti Scholarship* last year. She got her private in April 2006 and plans to have a career in Missionary Aviation. She is aspiring to also get her in instrument and maintenance ratings. We plan to scan the letter to put on our website.

There was more discussion on the *Edmando Roberti Scholarship*. **George Coy** mentioned last meeting about having the scholarship available to persons of the 25-45 age group and paying for an introductory lesson at any Vermont airport. George would donate the flight instruction and **Tom Edwards** advised that he would donate his plane for the lesson.

The nominee for the Mary J. McGrath Scholarship is Robert Rotax, who runs the maintenance facility (AeroTech Aviation Services, LLC) at the Shelburne Airport with his brother. Robert will be working toward a CFI rating.

There are two 14 year old contenders for the Air Academy Camp in Oshkosh. **Frank Gibney** will have the nominee at the next Chapter meeting. **Donald Taylor** announced that we have \$292.00 earned from Young Eagle rides to put toward the tuition of the camp. (Any pilot who gives 10 or more Young Eagle rides in a year can earn \$1.0 per ride towards the tuition of the Air Academy Camp). As a reminder, please let **Donald Taylor** know if you give any Young Eagle rides on your own (not part of a rally), so that he can keep track of it as he is our Young Eagles Coordinator. Thanks!

George Coy, Tom Edwards and **Tony Speranza** volunteered to help **Frank Gibney** on the Scholarship Committee.

George Coy had a good suggestion on how to raise public awareness about the EAA. He mentioned that years ago, **Art Robinson** and **Sam Lennox**, together with other members, would bring a project (aircraft in the making) to display at the University Mall. He suggested doing something similar and perhaps have a display at the Champlain Fair, the yearly Home Show and other venues. To defray the cost for a booth, we could do this in conjunction with other aviation groups (i.e. Nick Santo, who runs the Flying School at Burlington Airport and/or Rich Sylvester). Members could man the project on display, talk about aviation and the EAA, etc. Definitely something to pursue.

Well the winner of the 50/50 raffle was not **Marge Butterfield** (her streak of luck seems to have changed!). The winner was none other than **Tom Edwards** who won \$21.50. The money never reached his hands though, as Tom donated it to the Aviation Education Center Fund. Thanks Tom!!

Newsletter Editor comments: Following the formal part of the meeting, **Don Nowakowski** gave a "Shop Talk" presentation on "Aircraft Engine Overhaul Issues". Don discussed how he purchased a used engine as a "core", and the process he used to have the core rebuilt. The resulting audience interaction was also very informative and made it even more interesting. He even brought a crankcase as a visual aid! Thanks Don for the great presentation!



Tom Edwards and Eric Richardson listen as Don Nowakowski discusses engine overhaul issues for "Shop Talk"

****New Members****

We have new members who have recently joined our Chapter: **Bob Desmarais** of Essex. Bob has his private pilot's license, instrument and seaplane ratings. In addition to flying, Bob also likes working on airplanes. Bob has volunteered to be the Program Director for the Aviation Education Center. **Norm and Janette Stetson** of Highgate. Norm has his sport pilot's license and flies a Challenger II aircraft. They are currently building a hangar at Franklin County Airport. Janette has volunteered to be on of the cooks for the April pancake breakfast.

Welcome to EAA Chapter 613!!

President's Column: Tony Speranza

As Marge documented so well in the March meeting minutes above, fundraising for the Chapter Aviation Education Center is off to a GREAT start! Chapter treasurer Steve Couzelis and I have agreed to set up the separate account as desired by donors at last meeting. Following the March meeting, and including the chapter's donation, we have almost \$5000 in contributions (see below for the breakout). We will also be soliciting for material donations. Pretty exciting - let's keep the ball rolling!

Construction fund: \$1022

Endowment fund: \$3922 (additional commitments, thanks to everyone)

Materials: Windows, desk/chairs (40)

Other fund raising plans discussed @ March meeting:

1. Aviation "on-line" auction (we can start w/my finished RV6 tailkit)
2. Spring Garage sale - local, entire chapter (need to discuss next meeting)
3. Solicit local business (now that we have "seed money")

The next "Shop Night" will be held at Jack Centonze's on Thursday, 12 April, 7:00 p.m. We'll get a look at his Kitfox project. Jack's address is 59 South Main St in Waterbury. It's the fourth house past the municipal building, a blue house with a red roof. Hope to see everyone there!

Finally, please remember the next chapter meeting will be held on the 4th Sunday (29 April). I'm hoping Terry Griffin will be able to give the "Shop Talk" presentation, topics include 'FAA Changes' or 'Garmin 430 Ops'. Come to the meeting and see which one it is!

Flight Advisor Corner: Hobie Tomlinson

Flying in the Hills ~ III

This month we will finish our series on Mountain Flying by looking at these final items:

- Approach and Landing
- Takeoff and Climb
- Emergencies
- Final Thoughts

Approach and Landing at a mountain airstrip takes pre-planning and flight proficiency to insure success. This should begin by thoroughly researching available information on the airport of intended use. Start with the Airport Facility Directory, or other airport directories, to look up the airport. With all but the more heavily used

public airports, a telephone call to the listed number is the best way to get accurate information. When looking at airports I am familiar with, it is not uncommon to find outdated or inaccurate information. Private, restricted-use airports are more difficult because they are usually not even listed. In that case, you need to first locate a contact number to get both permission to use the airport and accurate information. The best place to find a contact number for a restricted-use airport is probably the appropriate State Aeronautics Department. This is an important step in seaplane flying, as each state has unique rules as to which bodies of water are available for seaplane operations.

Upon arriving at the airstrip, first over fly the area and survey the airport and its surrounding terrain. Pay particular attention to the local terrain and pre-plan the best approach and departure route to use. Develop a plan of action before starting the approach. Depending on the terrain, a normal traffic pattern may not be useable. Traffic patterns are usually on the side of the airport away from high terrain. Plan your pattern to accommodate the local terrain conditions while remembering that you will probably be flying in a confined space to a sloping runway.

Visual Illusions are prevalent in mountain flying and usually have to do with sloping runways of non-standard width. The most common are as follows:

1. **Sloping runways** will give the illusion of being high or low. An upslope runway produces the illusion of being too high, thus leading to a low, flat approach. This is especially dangerous at night, because of the possibility of striking unlighted obstacles. A downslope runway produces the illusion of being too low, which tends to produce a high approach path. The danger is now a high, fast approach to a downslope runway, leading to an overrun.
2. **Non-Standard runway widths** give a distance illusion. Most mountain airstrips have narrow runway widths, giving the illusion of being further away than they actually are. In the rare instance of an extra wide runway (usually ex-military airports) the runway will appear closer than it actually is.
3. **Precipitation** (such as rain or snow) or **Featureless Terrain** will give the illusion of being higher than you actually are during the approach.

Mountain Airport approaches should be flown using the “spot method.” This is a method of flying a visual approach by using an appropriate spot on the aircraft’s windshield which has been pre-determined and marked (physically or mentally) by flying a known approach to a familiar airport. This “spot” on the aircraft’s windshield is now superimposed on the Runway Touchdown Point to control the approach, much like a gun sight. If the runway moves up relative to the spot, the approach path is becoming low. If the runway moves down relative to the spot, the approach path is becoming high. When the spot stays superimposed on the Runway Touchdown Point, the approach path is correct. Movement of the runway right or left indicates not tracking the extended runway centerline properly. (This also a great technique to use in forced landings!)

Short Fields are relative, depending on density altitude. What is short at a high-density altitude is considerably longer than is needed for a lower density altitude. As most low powered, light aircraft require more distance to takeoff than to land, it is imperative to check the takeoff distance required prior to landing! Before attempting to operate at a mountain airstrip, it is vital to be very familiar (and comfortable) with your aircraft’s stalling speeds and slow flight characteristics. It is also very important to be proficient at flying a stabilized approach at the correct airspeed!

When obstacles are present in the approach path, use a 4.5 degree approach. The normal 3 degree approach path can be used when no obstacles are present. A 4.5 degree approach path requires a descent rate equal to 8 times the groundspeed and will descend 450 feet per mile. Initiate at one mile away and 450 feet above the runway by beginning a descent rate equal to 8 times the ground speed. A 3 degree approach path requires a descent rate of 5 times the ground speed and will descend 300 feet per mile. It initiates at one mile away and 300 feet above the runway.

Controlling airspeed on approach is critical to all short field operations. While indicated airspeed for the approach remains the same regardless of density altitude, the true airspeed (hence groundspeed) increases with density altitude. The stopping distance required is dependent on approach groundspeed, not airspeed ~ this is why we land into the wind. Groundspeed was never readily available in the cockpit, only airspeed. GPS receivers have changed that and groundspeed can now be read directly from most displays. A good habit to cultivate is glancing at your groundspeed readout on approach, as it directly relates to the stopping distance that will be required. (It will also tip you off if you are approaching with a tailwind!)

The Stopping Distance increases by the square of the ratio of the touchdown groundspeed to the normal landing groundspeed. If the touchdown groundspeed was 55 kts instead of the normal value of 50 kts, the ratio would be 55/50 or 1.1, a 10 % increase. The effect on stopping distance is 1.1 squared or 1.21, a 21% increase in stopping distance! If we allow the landing speed to increase to 70 kts, we get 70/50 or 1.4 squared. This is 1.96, which doubles the stopping distance required! Should you become slightly fast on approach, fly the aircraft onto the runway and apply the brakes, do not “float off” excess airspeed to make a smooth landing. Dissipating excess airspeed while floating in ground effect uses five times the distance that the same speed reduction takes on the ground using brakes!

A Go-Around Point should be pre-determined prior to starting the approach to a mountain airport. This should be no lower than 100 feet above the runway elevation. If the aircraft is not stable on the correct approach slope at the correct airspeed, **go around!** Five hundred feet above the runway elevation is the lowest target point for the approach to be established (landing configuration, proper approach speed, and slot) to continue. Except in extreme cases, plan to land upslope and takeoff downslope, irrespective of the winds. This has to do with approach/departure paths as well as runway distances. Be aware of **“one way”** airports, where terrain limits landing and takeoff to opposite directions and **a go-around is not possible!** If you become high/fast into one of these airports, the only choice is between an overrun accident and an airborne crash into rising terrain. The overrun will hurt a lot less!

Takeoff and Climb will be the next task after a successful approach and landing. Again, departure planning is vital to insured success. This starts by going into the AFM performance data and insuring that adequate runway length is available for the existing takeoff gross weight and density altitude. Density altitude can be determined by setting the aircraft altimeter to 29.92 and reading the pressure altitude, then correcting for temperature. The temperature correction is +600 feet for each 10 degrees Fahrenheit above standard. Standard temperature is determined by multiplying the airport elevation in thousands of feet by the lapse rate of 3.5 degrees per thousand feet, then subtracting the result from 59 degrees Fahrenheit. For example, an airport at 5,400 feet msl would have a standard temperature of 5.4 (thousands of feet) times 3.5 degrees (lapse rate) giving a value of 18.9. Subtract 18.9 from 59 degrees to yield 40 degrees Fahrenheit. If the temperature at this airport was 80 degrees Fahrenheit, it would then be 40 degrees above standard. This produces a density altitude 2,400 feet above the airport elevation (4 times 600 feet) or 7,800 feet. Rounding up to the next thousand feet means we have to use the takeoff performance values for 8,000 feet. Remember to add 10% to the takeoff distance when using unpaved surfaces!

An Abort Point should be determined before starting a mountain airport takeoff. As light aircraft stop quicker than they takeoff, the midpoint of the runway makes a good abort point. At unimproved strips, it may be necessary to pace it off and mark it so that it can be quickly recognized from the cockpit. The rule of thumb is $\frac{3}{4}$ of the liftoff speed required in $\frac{1}{2}$ the takeoff distance available. For example, if required liftoff airspeed is 60 kts, then we must achieve 45 kts airspeed ($\frac{3}{4}$ s of 60 kts) by the $\frac{1}{2}$ way point of the runway or **abort the takeoff!**

The flap setting used for takeoff should be the one called for in the AFM (Aircraft Flight Manual). Flaps should be used for all mountain takeoffs unless the aircraft is so power limited it would be unable to climb with flaps extended. If no flap setting is specified in the AFM, the maximum lift flap setting can be determined by setting the flaps at the same deflection as a fully deflected aileron. Once airborne, be sure to fly the best departure path ~ the one determined before landing.

Emergencies in the mountains are not good! They usually mean loss of the aircraft, but the emergency can be survivable. The first issue is having a survival kit **in the airplane** appropriate for the region in which we are operating (i.e. desert, mountains, arctic). This must include at least basic first aid articles, adequate clothing, signaling/communication devices, water and some high energy food. One of the new, personal emergency locator beacons is also highly recommended.

Three emergencies, which will end with an accident, consist of being trapped by **mountain weather, a box canyon, or engine failure**. Because mountainous areas provide very few suitable landing sites, engine failure is grouped with the other two emergencies. All three will usually result in a crash landing. The key to survivability is a controlled (not uncontrolled) crash landing. That means flying it intentionally, rather than just letting it happen. That will take mental discipline and preparedness. Having pre-thought these possibilities before they occur will go a long way towards making them survivable!

Survivability depends upon flying the airplane into the obstructions at short field approach speed (1.2 V_{so}) and under control. **Do not stall the airplane into the obstructions!** The human body can withstand pulses of up to 40 horizontal Gs, but as little as 8 vertical Gs will be fatal. If the impact will be into upslope terrain, additional approach speed must be added to allow the airplane to climb briefly parallel to the terrain before impact. Avoid upslope terrain if possible. Be sure to cinch lap belts and shoulder straps tightly before impact, as well as unlatching a cabin door so that it does not jam in the closed position. Place available jackets in front of you for cushioning. Transmit a distress call on 121.5 MHz and use the cockpit activation switch for the ELT before impact. (You do know where that is, don't you?) These same techniques are applicable to night forced landings in unlighted areas.

Some Final Thoughts on Mountain flying:

- Use Sectional Charts (rather than WAC charts) because of their greater detail
- Stay out of the mountains when winds aloft at mountain top level exceed 30 kts
- Use routes which provide the best forced landing sites (i.e. along major highways)
- If forced down, do not leave the vicinity of the aircraft (it is easier to see than you are)
- Do plan on a valley breeze (uphill) in the morning and a mountain breeze (downhill) in the afternoon. This means landing upslope with tailwinds in the morning and departing downslope with tailwinds in the afternoon.
- Don't operate low performance aircraft into marginal strips
- Do delay or cancel a takeoff or landing when adverse conditions develop
- Do remember that indicated approach speed (and stall speed) is the same for all altitudes (up to about 24,000 feet). True airspeed (and groundspeed) increases with altitude.
- Do remember to maintain proper approach speed (and carry some power) into the roundout on short field approaches. This will ensure enough elevator authority to flare the aircraft
- Do not attempt to fly an aircraft with frost on it
- Do not leave the fuel selector "On" when parked on uneven ground as fuel may transfer between tanks and/or siphon out.
- Do fly in with enough fuel to fly out
- Do not push weather or darkness when flying in the mountains
- Do maintain situational awareness

That concludes our series on Mountain Flying. The thought for this month is: **When in doubt, don't! Things that can go wrong will, and things that can't possible go wrong, may.** (P.S. Murphy was an optimist!)

So, until next month, be sure to **Think Right to FliRite!**



Copyright National Geographic 1976

(Editor's Note: The picture Hobie provided here is the real deal - taken by National Geographic photographer Robert W. Madden in Sanarate, Guatemala, following the earthquake of 1976. Per their web site, "Buffeted by crosswinds, a rescue plane crashes into a truck, while trying to land on a mountain highway near Sanarate. Miraculously no one suffered serious injury." <http://lava.nationalgeographic.com/pod/pages/pod-06-08-01.html>)

Scholarship Committee By Frank Gibney

With summer just around the corner, it's time again to ask all members to think about teenagers they know in the 14-18 age group who might be interested in attending one of our EAA Oshkosh Camps. The EAA Air Academy's Resident Summer Youth Camp is an accredited program geared for aviation minded boys and girls. Professional educators, Certified Flight Instructors and students from the nation's leading aviation colleges conduct an array of hands-on aviation and leadership activities. Chapter 613 supports one encampment in the 14-18 age group. For further information, see <http://www.young eagles.org/programs/airacademy/>

I'd really like to have several candidates to choose from this spring, so we can decide by May at the latest.

In addition to the Air Academy, we're also in an ongoing search for other Scholars as well. Do you know a student pilot in training that would like a little help? How about someone who is Vermont based and would like to become a flight instructor? If so, please forward their information to me at ExploreTEN@aol.com, or call me evenings at (802) 879-7419.

You can also find information on the various scholarships we have available on our Chapter 613 website at <http://www.eaa-chapter613.org/scholarships.htm>

We do have some strong candidates thanks to all who have submitted names. We hope to award some scholarships soon.

Thanks to all for thinking about this very exciting opportunity we have to share our passion with those who are just getting started.

I also would like to share the letter I received from Abigail Thompson, who was the recipient of the *Edmando Roberti Scholarship* last year. She got her private in April 2006 and plans to have a career in Missionary Aviation.

Dear Frank Gibney and EAA Chapter 613,

I wanted to thank you all of you so much for giving me the scholarship money for flying. I can't tell you how much I appreciate it. Just to let you know, I got my private in April. Currently I am at Northland Baptist Bible College in Wisconsin, majoring in Missionary Aviation. In the next couple of years I hope to get my instrument rating and commercial license as well as maintenance training. Once again, thank you so much for making it possible for me to Fly!

Abigail Thompson

Safety Tip by Don Taylor

A Little Bird Told Me...



Spring is here
It's time to have fun
But remember, "Safety" is number ONE!

Did you Know? By Don Taylor

Mechanical Failures

The root cause of mechanically induced accidents is almost always neglect.

Now that the cold weather is gone and the snow is disappearing and spring is in the air, it is time to give the old bird a good check over, and get it in the air.

Young Eagles: Donald Taylor

We have 8 pilots that flew 10 or more Young Eagles in 2006:

William Hanf	25
Edward Laframbois	58
Michael Pecue	31
Don Taylor	69
Charles Robitaille	16
William Yendrzski	42
Ron York	36
George Coy	15



We have a total of 292 Young Eagle credits to send some young person to the EAA Air Academy, in Oshkosh, WI.

We made our goal of 300 in 2006.

After all credits and flights were in, we flew a total of 313 Young Eagles.

No Young Eagle flights reported so far this year.

Our goal for 2007 is 300 Young Eagle flights

We have no reported Young Eagle flights for 2007.

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)
Saturday, June 9th 9:00 am - 4:00 pm | 5. Adirondack Regional Airport (SLK)
Saranac Lake, New York
Friday-Sunday, August 11-12-13 |
| 2. Dean Memorial Airport (5B9)
Haverhill, New Hampshire
Saturday, June 2nd | 6. Edward F Knapp State Airport (MPV)
Barre/Montpelier, Vermont |
| 3. Hartness State Airport (VSF)
Springfield, Vermont | 7. Fair Haven Municipal Airport (1B3)
Fair Haven, Vermont |
| 4. Shelburne Airport (VT8)
Shelburne, Vermont | 8. Plattsburgh International Airport (PBG)
Plattsburgh, New York
The old Air Force base - Runway -11,758 feet |

Member Projects: Bruce Richardson

Perhaps you aren't aware of it, but the Chapter's web site (<http://www.eaa-chapter613.org>) has a section devoted to "Member Projects". As of right now, Tony Speranza's "RV-6+" is the only project shown on the site. Below is a listing of projects per the membership forms given to Steve Couzelis; I would like to have this list updated (past, present, or future projects), and with each builder's permission, have this information posted on the Chapter web site. Please take a look and send me any updates to the list - I KNOW some of you have projects not on the list - and also let me know if you DON'T want the information posted on the web site. Thanks!



MEMBER PROJECTS

Member	Project(s)
James E. Baker	RV6A
Ralph Burt	Rocky Mountain Ridgerunner Kit
Jack Centonze	Kitfox, Classic IV
Shirley Chevalier & Hobie Tomlinson	Champ99E
Michael Chrastina	Challenger
Robert Hall	Zenith Air CH701
Steve Hard	Lancair ES-P
Charles (Chuck) Hill	1955 Champ 7EC
Edward "Pete" LaFramboise	RV7A
Kevin O'Shea	Brently B2B
Eric Richardson	J-3 Kitten (Adding BRS, etc)
Daniel & Joni Schultz	RV-10
Doug Smith	J-3 Cub, Corben Baby Ace
Raymond N. Smith	Pou Du Ciel
Tony Speranza	RV6+
Donald Taylor	BD-5, Ultralite Mock 7
Bruce Uvanni	Murphy Moose

UPCOMING EVENTS

*****Shop Night*****

The next Shop Night will be held on Thursday, 12 April, 7pm, at Jack Centonze's. The address is 59 South Main St in Waterbury (zip 05676). Come join our host for a look at his Kitfox project. Directions: Take I-89 to exit 10. Turn right at exit ramp if coming from the North. Take a left at end of exit ramp if coming from the South. Go to the "T" and turn left. Travel into the village, there will be a gas station on your right just before the Waterbury municipal building, which looks like a white house (and is also on the right). Jack's house is the fourth house on the right past the municipal building, a blue house with a red roof. The houses are close together, so look quick when you get to the municipal building! If you come to the entrance to the Vermont State Office Complex, you've gone too far. If using a map program via the Internet, be sure to enter the address as **South Main Street**... or you could end up in the wrong place (like off Route 100 in Duxbury).

Calendar of Events

April 12, 2007	Shop Night at Jack Centonze's, 7:00 p.m. Address: 59 South Main, Waterbury
April 17-23, 2007	Sun 'n Fun '07, Lakeland, FL
April 28-29, 2007	Poly-Fiber Aircraft Covering Workshop @ Heros Aviation, South Hero
April 29, 2007	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
May 14-16, 2007	Ottawa Canadian Tulip Festival tour, Green Mountain Tours, 802-527-0496 or 1-800-877-4311
June 2, 2007	Young Eagle Rally, Dean Memorial Airport (5B9), North Haverhill , NH. Rain date June 3rd.
June 9, 2007	International Young Eagles Day - 2007, Franklin County Airport (FSO), 9am-4pm
July 23-29, 2007	AirVenture 2007, Oshkosh WI.
August 11-13, 2007	Young Eagle Rally, Adirondack Regional Airport (SLK), Saranac Lake, NY.
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

Chapter Photo at Sun' n Fun

For those members who are going to Sun'n Fun----there will be a group photo taken at 1:00 p.m. on Wednesday, April 18th in front of the FAA Building. See you there!

NEW ENGLAND

Poly-Fiber FABRIC COVERING WEEKEND WORKSHOP

Dates: APRIL 28-29,2007

Hosted By: Heros Aviation, South Hero, Vermont

Register at: <http://www.herosaviation.com/HeroAviation/Workshop2006.htm>

*****For Sale*****

Complete portable GPS / EFIS system, consisting of:

- Garmin GPSIII Pilot GPS with yoke mount.
- PC Flight Systems "PCEFIS" system
- Hewlett Packard IPAQ with PCEFIS software and panel mount.
- Interconnection cables and manuals
- Asking price: \$550.00

Wingwalker hand-crank powered aircraft towbar. \$100.00

All proceeds will be donated to the EAA Chapter 613 Education Center Fund.
John & Marge Butterfield 802-878-6337

OFFICERS/COMMITTEE MEMBERS

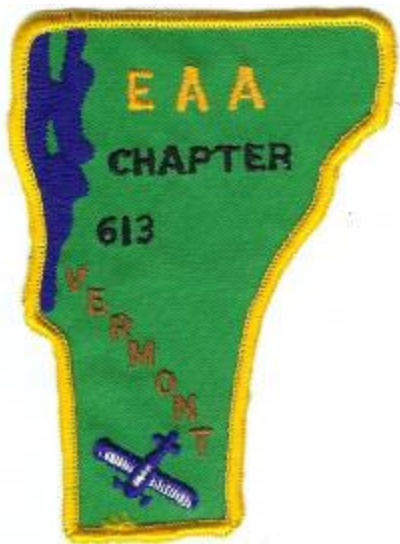
President	Phone	Address	e-mail
Tony Speranza	878-7377	2 Poplar Court, Essex Junction, 05452	asperanz@yahoo.com
Vice President			
Bruce Uvanni	985-4008	PO Box 324, Shelburne, VT 05482	buvanni@us.uvm.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary			
Marge Butterfield	878-6337	721 North Williston Rd, Williston 05495	airbear9fj@verizon.net
Newsletter Editor			
Bruce Richardson	229-2460	975 Crosstown Rd, Berlin 05602	bbrichardson@yahoo.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			
John Butterfield	878-6337	721 North Williston Rd, Williston 05495	airbear9fj@verizon.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com

Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, he'd have given him more money.

(Thanks go to Chuck Robitaille for the sage wisdom)

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

FIRST CLASS MAIL



April 2007