



# CHAPTER

# 613

## August 2007

(Chapter 613 web site)

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

### News and Views: Bruce Richardson



Well, AirVenture 2007 has come and gone, and what a time it was. I don't know if it was too much of a good thing... but it was close to it. Imagine my surprise as my brother Eric and I were walking around the EAA marketplace on the Sunday before it got kicked off, who should we run into? None other than **Don Taylor**, **Tony Speranza**, and (eventually) **Don Nowakowski**. Don T had driven out there towing a camper trailer, while Tony and Don N had flown out in Don's RV-6. Not counting the fuel stop in Detroit, Tony said it took them around 5 hours to get there... including a lengthy segment flying over the Great Lakes. While that made my 19 hour drive seem even longer by comparison, I did note that they had perfect flying weather on the way there... a tailwind, even. Don't know how their return trip went... it rained Thursday morning as Eric and I were getting packed up for the long drive home. Considering how much camping gear we were able to haul out in my truck (19.2 MPG average), and the resulting level of comfort achieved, I don't regret the decision to drive out one bit... but I was **really** glad to have my brother along to help share with the driving duties - it's a LONG drive.

Something else I learned at Oshkosh: instead of the usual breakfast meetings/fundraisers we usually have, the chapter should consider a spaghetti supper meeting format once in a while, if the excellent feast the two Dons set up is any indication... I sure didn't lose any weight that evening! Thanks guys for the invite over!

Special Young Eagles honors: As of June 9, 2007, Donald Taylor has flown 1439 Young Eagles, a fact that was recognized at a special awards dinner at AirVenture this year. Not being content to rest on his laurels, Don has set his goal to have flown over 1500 by the end of the year. Way to go Don!



Soapbox time: How can kitplane manufacturers hope to do business with the experimental aviation community, if they don't have any sort of presence at AirVenture? I went there with a list of companies I was hoping to check out first-hand, only to be disappointed that they weren't there. It almost seemed the kit manufacturers that needed to advertise least (well-known companies with respected product lines) were the ones with biggest displays... coincidence? I think not. I know manning a booth for a week at a show like AirVenture isn't going to be cheap... but at least these companies could have flown in an example of their product (i.e. a factory plane or one built by a willing customer) and parked it where people could give it a look-see. My two cents, anyway.

Some late-breaking news: Thanks go to **Tom and Dawn Edwards**, who hosted a wonderful barbecue at their home on Lake Champlain on the 4th of August. Great weather, great food, and best of all, great camaraderie... I can't imagine how it could have been any nicer. Thanks Tom and Dawn!

**President's Column: Tony Speranza**

**SHOP NIGHT:** The next event is scheduled for a visit to Bob Houghton's hanger on Thursday, September 13. Details & directions to follow.

**OSHKOSH:** I flew out with Don Nowakowski in his wonderful RV-6. Made great progress arriving in ~4:40m flight time (1 stop). We were lucky enough to stay with Don Taylor in his camper - great company & accommodations! One night the Dons made spaghetti and we had Bruce & Eric Richardson as well as Tom Edwards over for diner. Tom & I attended the movie & lecture hosted by Chuck Yeager then went to the reception hosted by Tom Poberezny & Edsel Ford (open bar!). The Dons attended a special diner honoring all Young Eagle pilots with over a thousand rides (Mr. Taylor has 1,400 - WOW). I attended many workshops & talked with many pilots & builders...went for a helicopter ride on my birthday. Did not stop for 6 days. I also got the opportunity to visit the Lodge and project tents which hosts the EAA AirVenture campers. Our chapter sponsored 2 kids with scholarships this year so I wanted to see where the \$\$\$ went. I can assure everyone it is a terrific program and the kids were having a blast building & learning about aviation....a great investment for us all. The weather made the trip home interesting but no problem with Mr. Nowakowski "at the wheel"....all in all a GREAT TIME.

**RV-6 PROJECT:** It's been a busy month. Fred Smith from Portland FAA FSDO came out in July and did the airworthiness inspection. He was very professional and helpful - had some good suggestions. George Coy provided some required flight instruction and I was able to complete initial test flights last weekend [4-5 August]. Everything went fine and I'm continuing with the engine break-in and phase 1 testing (40 hours). I would like to THANK everyone that helped out. I would not have been able to complete without the help of the EAA and Friends: Tom Gelsele, Moe Bosivert, Don Nowakowski, John Butterfield, Don Taylor, George Coy and others... .



Tony's RV-6 First Flight on Takeoff



Tony's RV-6 at Cruise

This month we continue our series on Flying with Floats. Last month we concluded with the discussion of confined area landings. We will continue with a discussion of the following topics:

- **Emergency Landings**
- **Ditching/Open Sea Emergency**

Emergency Landings in seaplanes can be broken down into the following two types: 1) Engine Failure and 2) Other Emergencies. The conditions leading to this type of landing could be unexpected weather, low fuel, smoke/fire, or other serious malfunctions such as control difficulties or structural failures.

Engine Failures within gliding distance of water usually present little difficulty. Because lakes are so plentiful in Northern New England, a water landing area is almost always available. Sea landings are performed the same as in a landplane, with the following exception: When making a power-off landing to water, it is important to remember to carry extra speed into the roundout! This speed will provide adequate energy to shallow the descent and establish the correct landing attitude before touchdown. If the roundout is made with insufficient energy, a high-sink condition will develop and produce a very hard landing (or worse!)

While setting up for a sea forced landing, extra steps are required beyond a land forced landing. First, evaluate wind and water conditions, and then plan a landing approach that does not leave you in the middle of some lake. Second, prepare for after-landing. This includes: 1) A short briefing review on exiting the seaplane (should it capsize), 2) Making the paddle, anchor, raft, and emergency equipment quickly accessible, 3) Declaring an emergency on 121.5 MHz (so someone is looking for you ~ especially when without a flight plan), 4) Activating the ELT with the cockpit switch (know where it is), 5) Insuring everyone is wearing the proper type life preserver (inflatable), 6) Secure all seat belts and loose objects (potential unguided missiles), and 7) Unlatching the doors prior to touchdown (so they do not jam if airframe damage occurs).

Forced Landings on land are the preferred choice (with engine failure) for seaplanes when the water surface is glassy or extremely rough. These landing also obviously occur when no suitable water area is within gliding distance after an engine failure. Glassy water makes judging height too difficult for a power-off approach. Rough water and the accompanying wind will make the seaplane uncontrollable after landing without power. Night water landings should generally not be attempted due to the difficulty of seeing objects in the water, judging surface conditions, and avoiding large waves or swells. If a night landing becomes necessary in a seaplane, the safest choice may well be to land on a lighted runway.

Land Landings in seaplanes are quite safe and result in little or no damage, depending on the type and condition of the landing surface. The first choice of landing surface would be a smooth sod field. The second choice of landing surface is a paved runway. The landing should be made into the wind, or as directly into the wind as possible. The approach is made a little faster than normal to keep the landing attitude flatter than with a water landing. The landing is made by gently flying the aircraft onto the surface while keeping the hull of the floats as near parallel to the landing surface as possible. (This is very similar to the procedure used in wheel landings with a conventional gear landplane.) When touchdown occurs, apply full back elevator and add power if it is available. This will help reduce the rate of deceleration and minimize the “rock forward” tendency prevalent when landing floats on a solid surface. The extra airflow over the tail - provided by adding power (when available) - will help keep the tail down. Just before the seaplane stops it will rock forward, but the long float bows will keep it from going over. **Stopping will not be an issue!**

Ditching/Open Sea Emergency procedures are not that different for landplanes or seaplanes. Open sea operations on very large bodies of water are extremely risky and should be avoided whenever possible. The sea usually has a complicated pattern of crisscrossing swells overlaid by chop (waves) created by the local winds. Sometimes a relatively smooth spot may be found where the swells dampen each other; however, other spots exist where the swells amplify each other. For this reason both a high and a low reconnaissance are necessary to properly evaluate the swell systems, winds, and surface condition.

**High Reconnaissance** is completed at an altitude of 1,500 to 2,000 feet and involves flying a brief straight leg on each 45 degree cardinal heading until a complete 360 degree pattern has been completed. Carefully observe the swell systems to observe swell length, velocity and period. (Swell length is the distance between crests; velocity is the speed crest movement, while period is the time in seconds that it takes for a successive crest to pass the same spot in the water.) Next, fly parallel to each swell system, carefully noting the heading, swell direction, and wind direction.

**Low Reconnaissance** is flown at 500 feet to obtain a more accurate estimation of wind direction and velocity, as well as confirming the findings of the high reconnaissance.

**When the swell direction does not agree** with the high reconnaissance, there are two swell systems with different directions. When the secondary swell system is moving in the same direction as the wind, it may be superimposed on the first swell system. This is also indicated by the presence of periodic groups of larger-than-average swells.

**Wind Direction and Speed** can be determined by observing wind streaks, foam patches and whitecaps. Wind streaks form parallel to the prevailing wind. Although white caps fall forward with the wind, they are overrun by the associated wave. Thus the foam patches appear to move backward in an upwind direction. The wind velocity can be estimated from the sea surface conditions using the Beaufort wind scale. A good safety procedure would be to laminate a copy of the Beaufort chart and keep it in the cockpit for future reference.

**When Selecting a Landing Heading**, consider all the observed variables. Determine which heading will be the safest while still taking advantage of the wind when possible. Now descend to 100 feet while flying two or three of the possible landing/ditching headings. Note on which heading the sea appears most favorable. Consider sun position, as sun glare on the water may make some headings an unsafe option. Also use caution in founding a decision based solely on the smoothest appearance of the sea. This often occurs when flying directly downswell, but landing in this direction could prove disastrous when a large tailwind exists! Consider the following sections as options when making the final selection of a ditching heading.

**Landing Parallel to the Swell** is preferred when the swells have large, widely spaced crests (more than four times the length of the floats). The best landing heading is the one which parallels the swell and is the most directed into the wind. When landing parallel to a swell system, the location of the landing (on a crest or in a trough) does not matter.

**Landing Perpendicular to the Swell** may be necessary when a strong crosswind exists on headings parallel to the swell. Even though a landing might be possible with the crosswind, the combination of the crosswind tipping effect and the rolling motion of the swell could well capsize the seaplane when it slows. Landing perpendicular to swells which are spaced less than 4 float lengths apart should only be considered in the case of extreme emergencies - as damage to and/or loss of the seaplane can be expected! When the crests are less than ½ float length apart, it becomes viable again, as the floats will always be supported by at least two wave crests. This gives the seaplane pitch stability on the water. Touch down may be relatively smooth, although severe motion and forces can be expected as the seaplane slows.

**Landing Downswell** on the back of the swell is preferred unless strong tailwinds dictate landing into the swell (upswell). When landing downswell, the swell is moving with the seaplane, effectively increasing the swell length.

**Landing Upswell** into the face of a swell is very undesirable as it effectively shortens the swell length. This should absolutely be avoided unless very strong winds give no other options. The shortened swell length means that a succeeding swell crest may toss the aircraft back into the air under marginal control before it has slowed sufficiently to remain on the water.

**Landing when Multiple Swell Systems exist** presents a confusing appearance. The preferred direction of landing is parallel with the primary swell system and at an angle to the secondary swell system. Use whichever parallel heading produces the most headwind component. When a strong secondary swell exists, it may be preferable to disregard the wind and land downswell to the secondary swell. The risks associated with landing downwind must be weighed against the advantages of landing downswell. The considerations are the wind velocity versus the velocity and height of the secondary swells. Except in extreme emergencies, landings should not be attempted in winds of more than 25 knots due to the very rough sea state.

**Chop** consists of small waves caused by local winds of greater than 14 knots, which ride on top of the swell system. Although light and moderate chop alone are not considered dangerous, severe chop may completely hide the underlying swell system.

**Select the Touchdown Area** on final approach by searching for a null or smooth area in the swell system. Avoid rough areas when possible. Consider the discussions thus far.

**Night Landings** on open water are very dangerous and should only be considered in extreme emergencies. The probability is that the seaplane will be lost or severely damaged. It is much safer to make the landing on a lighted runway at a land airport!

**Emergency Landing under IMC (or a Night Emergency Landing)** is performed using the glassy water landing technique. When fog has obscured the water surface (or at night) and no other option is available, an IMC landing may be made on water by using the glassy water technique. As there will be no way to assess the water conditions or avoid any obstructions on/in the water, an approach to water under these circumstances is a calculated risk. The more familiar you are with the body of water involved, the lower the risk and vice versa. In this instance, landing on an instrument runway at a land airport is by far the safest and most desirable alternative. If (for whatever reason) this is not an option, then proceed as follows:

- Estimate a landing heading and altimeter setting by using the weather forecasts or the ASOS weather a nearby land airport.
- Use GPS map page, other electronic navigation devices, and/or a known visual landmark to positively identify the center of the water area to be used.
- Due to the distinct possibility of seaplane damage (or capsizing), complete the following tasks: 1) Rebrief all passengers on exits and how to exit a submerged cabin, 2) Ensure all occupants are wearing inflatable life vests and know how to use them, 3) Secure all seat belts and loose objects, 4) Place paddle/anchor/raft/ and other survival gear in readily accessible locations. 5) Unlatch the cabin doors prior to initiating the approach so they will not jam closed because of airframe distortion, should a hard landing occur. 6) Advise someone that you are attempting an approach. 7) When the situation is dire, use 121.5MHz and activate the ELT with the cockpit switch.
- Set up the landing heading at the lowest safe altitude you can obtain and far enough away from the landing area so that you will reach the water elevation at the point you have determined. (At a 200 FPM descent rate and 60 kt approach speed, you will use 1 nm for each 200 feet you need to descend).
- Establish the glassy water landing procedure using the instruments. Use a 200 fpm rate of descent at 10 to 20 percent above stall speed with the flaps down. (1.2 V<sub>so</sub> is typically the short field approach speed for most light aircraft.)
- **Maintain this approach condition until water contact!**

We will break here for this month and finish the series next month. The final topic is, After Landing Procedures.

The thought for this month is a quote from Richard Collins, editor of Flying Magazine. **“Airplanes are near perfect, all they lack is the ability to forgive!”** So until next month, be sure to **Think Right to FliRite!**

## FAA-H-8083-23

BEAUFORT WIND SCALE WITH CORRESPONDING SEA STATE CODES					
Beaufort Number	Wind Velocity (Knots)	Wind Description	Sea State Description	Sea State	
				Term and Height of Waves (Feet)	Condition Number
0	Less than 1	Calm	Sea surface smooth and mirror-like	Calm, glassy 0	0
1	1-3	Light Air	Scaly ripples, no foam crests		
2	4-6	Light Breeze	Small wavelets, crests glassy, no breaking	Calm, rippled 0-0.3	1
3	7-10	Gentle Breeze	Large wavelets, crests begin to break, scattered whitecaps	Smooth, wavelets 0.3-1	2
4	11-16	Moderate Breeze	Small waves, becoming longer, numerous whitecaps	Slight 1-4	3
5	17-21	Fresh Breeze	Moderate waves, taking longer form, many whitecaps, some spray	Moderate 4-8	4
6	22-27	Strong Breeze	Larger waves, whitecaps common, more spray	Rough 8-13	5
7	28-33	Near Gale	Sea heaps up, white foam streaks off breakers	Very rough 13-20	6
8	34-40	Gale	Moderately high, waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks		
9	41-47	Strong Gale	High waves, sea begins to roll, dense streaks of foam, spray may reduce visibility		
10	48-55	Storm	Very high waves, with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	High 20-30	7
11	56-63	Violent Storm	Exceptionally high waves, foam patches cover sea, visibility more reduced	Very high 30-45	8
12	64 and over	Hurricane	Air filled with foam, sea completely white with driving spray, visibility greatly reduced	Phenomenal 45 and over	9

Figure 8-1. Beaufort wind scale.

**Safety Tip By Don Taylor****Oxygen**

While it is not always utopian at higher altitudes, it offers one more dimension to help you navigate to your destination. Of course, your legal ceiling is 14,000 feet (12,500 if over 30 minutes) without a source of aviator's oxygen at hand. Those rules are based on research, not politics. Strap on a cannula, set your flow rate, and give yourself 5000 more feet to work with. When will we realize that an oxygen system is just as important as the calculator, exam guides, and the outdated FAR/AIM taking up space in your flight bag? Not much heavier or expensive.

Not many know that my Cessna Skylane has a built-in oxygen system. Coming back from Oshkosh one time, I was at 17,500 feet over a storm. Max altitude for the Skylane is 18,000 feet. Every time I flew to Oshkosh (5), I filled my oxygen tank.

**Did you Know? By Don Taylor**

New Control Tower at OSH

Oshkosh is building a new control tower. It is going to be a little more to the east, and 140 feet high (much higher than the old one). That is to give it better control over the east-west runway. It was at 90 feet when we were there.

Oshkosh is much bigger now, and I heard on the radio they are going to buy 200 more acres. The camping ground is now right up to the frontage road. I have been going two days early each year and I am getting closer to the frontage road. If they do extend, they will have to go south. During the show, they put over 40,000 people through the campground..

**Young Eagles: Donald Taylor**

Young Eagle flights so far: a total of 175. 125 more to go for our goal of 300.

George Coy - 3  
 Donald Taylor - 74  
 John Butterfield - 28  
 Chuck Robitaille - 4  
 Frank Gibney - 3  
 Tom Edwards - 9  
 Fred Gribble - 4  
 Bill Yendrzkeski - 3  
 Don Nowakowski - 2  
 William Hanf - 12  
 Ronald York - 18  
 Mike Pecue - 18



Boy Scouts were flown at Edward F. Knapp state airport (MPV) on Saturday July 21. Only six were flown:

John Butterfield - 3  
 Mike Pecue - 3

I got back from Oshkosh on Tuesday at 5:30pm, went to the airport Wednesday and found out that Newport Airport was having an airshow Saturday and Sunday. I went up Saturday to see if we could fly Young Eagles; they said okay. It was a beautiful day, just a little windy. I flew ten Saturday. Sunday was a good day also. Joe Gardner and I went up, Joe did the paperwork. We flew 29 Young Eagles on Sunday, for a total of 39. We also flew a few adults who wanted to go with the kids.

**UPCOMING EVENTS:**

Adirondack Regional Airport (SLK), Saranac Lake, NY: August 11- 12 (Sat & Sun), 10:00am - 4:00pm

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

I have not heard anything from Springfield, VT yet.

**PLACES TO FLY OR DRIVE TO:**

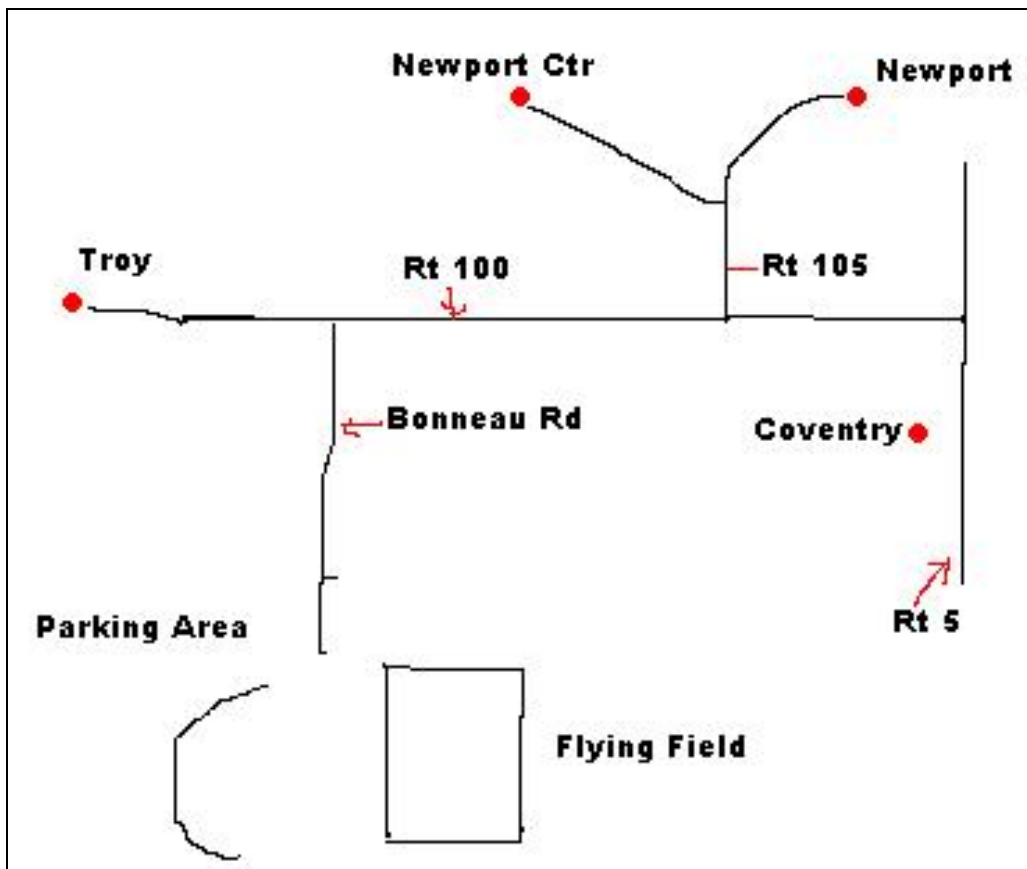
Greenville Municipal Airport (3B1), Greenville, ME  
 Moosehead Lake Seaplane Fly-In  
 September 7-9 (Fri-Sun)

If you go for one day, Saturday is your best day (weather permitting)

[Editor's note: Per their web site, the International Seaplane Fly-In weekend consists of float plane competitions, educational exhibits, the Moosehead Lake Region's largest craft fair, lots of food and much more. Contact: 207-695-2702 ]

<http://www.mooseheadlake.org/calendar.php?month=9&year=2007>

There was a beautiful display of model airplanes at Newport on Saturday. And I mean big ones - \$2,000 - \$5,000. The club is having a FunFly Airshow on Saturday, August 25th, in Troy, VT just over the hill [see flyer in "Upcoming Events" section, below]. If it is nice, I am driving over. If anyone wants to go, let me know.



Map to R/C FunFly Airshow in Troy

## UPCOMING EVENTS

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

NOTE: Due to everyone's busy schedule, we will postpone SHOP NIGHT until end of summer. The next event is scheduled for a visit to Bob Houghton's hanger on Thursday, September 13. Details & directions to follow.



## 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. Therefore members should plan to be at the Shelburne Airport around 9:00 a.m. The pilot briefing for the Young Eagle pilots begin at that time also.

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.

## LEBANON AIRPORT DAY AND YOUNG EAGLE RALLY

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



## 4TH ANNUAL NORTH EAST R/C FLYERS

R/C MODEL FunFly AIRSHOW  
SPONSERED BY THE NorthEast R/C Flyers

Bonneau RD Troy, VT

**WHEN: SATURDAY, AUGUST 25th**  
90' X 550' Grass RUNWAY

HOURS: 8:30 AM TO 5:00 PILOTS MEETING @ 8:30 AM  
AMA CARD REQUIRED FOR Pilots  
PILOTS REGISTRATION \$20.00  
CAMPING ON SITE: NO HOOK-UPS  
THERE WILL BE FOOD ON SITE SATURDAY

Trainer flights, available on simulators and  
trainer airplanes, just sign up.

EVENT DIRECTOR: Dennis Ullery  
OR FOR MORE INFORMATION CONTACT:  
Tony LeMay 802.673.9237 or [tlemay@pshift.com](mailto:tlemay@pshift.com)  
Mike Caffrey 802.988.4123 OR [jayviewembroidery@comcast.net](mailto:jayviewembroidery@comcast.net)

#### Directions

Our Field is located off Rte 100 in Troy, Vt. On the Bonneau Rd. There will be signs by the road and plenty of parking is available to spectators.



**AEROBATIC, SCALE WARBIRDS, JETS, ELECTRICS**

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

Hi, Fellow EAA'ers:

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

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

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

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

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

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

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

### Calendar of Events

August 11-12, 2007	Young Eagle Rally and 4th Annual Celebration of Flight, Adirondack Regional Airport (SLK), Saranac Lake, NY, 10:00am - 4:00pm
August 18, 2007	Lebanon Airport Day & Young Eagle Rally, Lebanon, NH. Rain date August 19th
August 25, 2007	Northeast R/C Flyers R/C Model FunFly Airshow, Troy, VT, 8:30am-5:00pm (See flyer below)
September 13, 2007	Shop Night @ Bob Houghton's hanger , directions to follow, 7 pm
September 15, 2007	Young Eagle Rally, Shelburne Airport (VT8), Shelburne, VT. Rain date: September 16th
September 23, 2007	EAA Chapter 324 Simsbury (CT) FlyIn
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

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

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



## EAA Call for Immediate Grassroots Action to Prevent User Fees



Now is the time for a major grassroots action in our campaign to defeat user fees! EAA needs your direct attention and support! Share the information below with your chapter or squadron members, fellow aviators, friends, neighbors, CAP, flying clubs, and other airport tenants.

EAA's ability to rally aviation enthusiasts to defend and promote personal flight has been a direct result of the strength within our chapter, squadron, affiliate, division, council and volunteer support networks. Since the organization's founding in 1953, the success of EAA's advocacy work has depended on not only effective representation by EAA staff but also members' dedicated grassroots efforts in their local communities.

Now is the Time to Act – We face a very narrow time frame to let our congressional leaders know that the creation of users fees on general aviation operations will directly affect the national economy and the operations of all general aviation aircraft. It is critical your "NO USER FEE" message is in your elected leaders hands when they return to Washington on September 7th.

This is a critical grassroots effort. EAA supports House Bill 2881 (no user fees), and objects to the user fee sections of Senate Bill 1300. We must mobilize as many supporters, and urge each one to participate in this campaign. The number of voices speaking out against user fees will largely determine our success.

Accordingly, I am asking for your help with this grassroots efforts, use this (linked) additional information to assist you in this critical effort [[http://www.eaa.org/govt/chapter\\_actions.html](http://www.eaa.org/govt/chapter_actions.html)]. Working together, we can prevent user fees from being implemented.

Tom Poberezny  
EAA President

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### PRO-ACTIVE GRASSROOTS ACTIONS NEEDED TO MAKE THIS EFFORT SUCCESSFUL

\*\* All Chapter and Squadron members must write their congressmen supporting House Bill 2881 and opposing the user fee sections of Senate Bill 1300. Encourage your friends and associates to write.

\*\* You or designated chapter representatives must visit your airport's manager, FBO, repair station, and flight school, and tack up a poster urging others to write letters. A sample poster is available, but feel free to make your own and tailor it to the specific audience. REPEAT this at all airports in your local area. EAA supports House Bill 2881, and are against the user fee sections of Senate Bill 1300. Everyone must "Get Out and Vote" (write letters)

\*\* Young Eagles Coordinators, Technical Counselors, Aeromedical Advocates, and Flight Advisors must contact those you work with on a daily basis and ask them to support this grassroots effort. Time is critical; everyone must enlist a village to make this an effective letter writing campaign.

\*\* Your congressional leaders are in your home districts conducting voter town meetings – attend at least one town meeting to let him know how you and the community feels about user fees. EAA supports House Bill 2881 (no user fees), and objects to the user fee sections of Senate Bill 1300.

## OFFICERS/COMMITTEE MEMBERS

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Two P-51s collided while landing at EAA's AirVenture 2007 last month, killing one of the pilots, the FAA said.

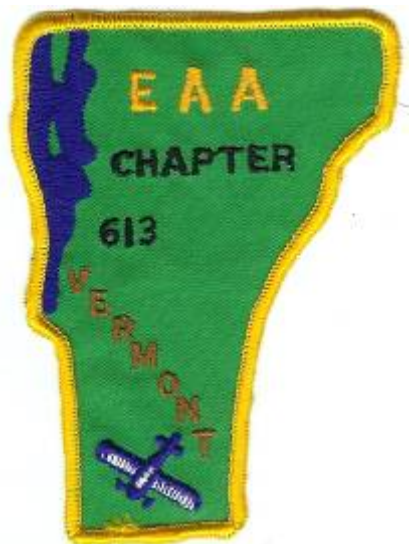
Gerald S. Beck, 58, of Wahpeton, ND was killed in the fiery crash when the two Mustangs were landing on the north-south runway at Wittman Regional Airport in a pre-airshow performance of Reno Racers. The pilot of the other plane, Casey Odegaard, 24, of Kindred, N.D., an acquaintance of Beck's, walked away from the crash with minor injuries.

A spokesman said the accident with the two Mustangs happened at 3:17 p.m. after the planes finished a performance at the Experimental Aircraft Association's annual AirVenture show.

The two airplanes collided at the far end of the north-south runway at Wittman Regional Airport as witnesses reported seeing two Mustangs approach the southern end of Runway 18/36 for what appeared to be a formation landing when the propeller of one Mustang caught the tail of the other, flipping it onto its nose. The aircraft in the rear, flown by Beck, tried to pull around the crashed aircraft and flipped over in the process, witnesses said.

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