



CHAPTER 613

February 2007

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

REMINDER: Please send your 2007 Cabin Fever Frolic reservations & payment to Marge Butterfield, 721 No. Williston Road, Williston, VT 05495 *no later than* Thursday, February 8th. For more information, see the info in this month's or last month's newsletter, or call Marge at 802-878-6337.

New Members

We have two new members to our Chapter. Please welcome **Betsy Luppy** from Colchester and **Ruth VanBenthuisen** from Wells River. Betsy recently soloed out of Shelburne Airport. Congratulations Betsy! Ruth is not far behind and hopes to solo soon too. Betsy and Ruth just bought a Cessna 150 together to continue their flying lessons. Good luck to you both!

Welcome to EAA Chapter 613!

NEW EVENT: Our President, Tony Speranza, asked me to remind everyone that he is hosting the first chapter "Shop Night", which will be held on Thursday, February 8th, 7-9 p.m., at 2 Poplar Court in Essex Junction. Tony is also encouraging members to bring along potential Young Eagles to the Shop Night. He also asked me to solicit for volunteers to host the next "Shop Night" on Thursday, March 8th. Anyone interested in hosting the March event, please see/call Tony or any of the other chapter officers.

On January 13th, Ralph & Joan Burt hosted an "Open Shop" at their home in Panton to see the status of Ralph's "Ridge Runner" project. Attendees enjoyed coffee and donuts and (more importantly) got to peek, peer, and prod his plane, ask questions, and take pictures. Thanks go to Ralph and Joan for their wonderful hospitality.

I hope that everyone has been getting the newsletter per their desired means (electronically or mailed); I'm still working some kinks out of my member roster. So if it's not coming to you in the way you prefer, please let me know via email (bbrichardson@yahoo.com), phone (802-229-2460), or snail mail (975 Crosstown Rd, Berlin, VT 05602) and I'll try to get it fixed.



Ralph Burt answers a question about his "Ridge Runner" project

Speaking of newsletters, the January edition cost \$29.85 to copy and \$12.48 to mail to 32 addresses. Just over half of the chapter's members currently receive the newsletter in electronic format. Considering that each mailed hardcopy costs the chapter about \$1.30, I'd like to ask everyone receiving it hardcopy to please reconsider their choice. I realize that some people need a hardcopy for whatever reasons; I'd just like to whittle that number down to a bare minimum. The last newsletter was a 500 KB PDF file, which is about a quarter the size of the original Word file. If the emailed PDF file is still too large for members to conveniently download, I can take additional steps to try and further minimize the file size of the newsletter. Please let me know what you think.

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

January Minutes by Marge Butterfield, Secretary

Although it was sunny, it was bitter cold for **Donald Taylor, Joe Gardner, George Coy, John and Marge Butterfield** who came early to set up for the pancake breakfast. The pancake breakfast was well attended at the south hangar at Atlantic Aviation. The hangar felt comfortably warm after coming in from the cold, however that changed quickly when the huge hangar door was opened to bring in an aircraft. We then huddled in the room where the food was being prepared by chefs of the day ---**George Coy** and **Donald Taylor**. They did a great job. At one point George was spotted attempting to make the world's largest pancake!



The meeting was called to order at 10:15 a.m. by our esteemed President, **Tony Speranza**. The minutes are as follows:

Thanks were extended to the members who set up for the breakfast and to the cooks for their culinary delights.

The next pancake breakfast will be held at the *Franklin County Airport* on Sunday, February 18th from 9:00 – 11:00 a.m.

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

The Treasurer's Report was presented by **Steve Couzelis**, which covered the period from 12/17/06 through 1/21/07. There is a current balance of \$7,285.88 in the general account. **Bob Buck** contributed \$50.00 to the *Edmando Roberti Scholarship*, bringing the current balance to \$1,144.95. The present value of the *Mary J. McGrath Scholarship Fund* is \$43,535.59. The Treasurer's Report was accepted as presented. Steve announced that he has Chapter patches for sale for \$5.00 and decals for \$3.00.

Young Eagles Coordinator, **Donald Taylor**, announced that our goal for 2007 is 300 Young Eagle Rides. To date, our Chapter has flown 3244 Young Eagles.

Donald Taylor advised that a \$100.00 deposit must be paid to Green Mountain Tours, P.O. Box 2021, Georgia, VT 05468, (telephone: 1-800-877-4311) for those interested in the going to the Canadian Tulip Festival in Ottawa. The balance is due March 15th.

NOTE: The entire one page announcement was in last month's newsletter.

There was some discussion regarding the three scholarships. As announced at last month's meeting, Robert Rotax, who has his commercial and instrument ratings, would like to apply for the Mary J. McGrath Scholarship in order to work toward becoming a CFI. **George Coy** also advised he knows of someone who could be a candidate for Light Sport CFI.

There was no news on the Chapter hangar.

Tony Speranza had a great idea on getting people together to view other member's projects. **"Shop Night" is to be held the 2nd Thursday of each month at a Chapter member's hangar/garage/house.** It was suggested that if any member knew of a youngster/teenager who was interested in aviation, that they should bring them along. Getting kids interested in aviation through education and Young Eagle rides will ensure that the EAA will keep growing in the future.

Tony Speranza is definitely not sleeping on the job. Tony has come up with another great idea---"**Shop Talk**" to be held after each meeting in order to insert context into our Chapter meetings. The "Shop Talk" can range from 5 – 15 minutes and be on topics members can choose from. (i.e. Flying trips, building projects, educational topics...you name it). Along this line of thought, Tony spoke on the problem he had attaching an RV-7 rudder to the vertical stabilizer on this RV-6 fuselage. Even with the help of **Don Nowakski** (Don built an RV-6 a few years ago), Tony's "5-minute" job of just dropping a few bolts into place, took two days as there was a problem with alignment. Tony did make a transfer punch, which really helped out. **Jack Centoze**, who is building a Kitfox, said that even when buying a kit, nothing fits perfectly. There's a lot of ad-libbing, and luckily with experimental aircraft you can do that.

There was some discussion on Light Sport aircraft by **George Coy**. With Light Sport there is no "51% rule". There is going to be some changes regarding Light Sport aviation by January 31, 2007 and again in January 2008. It was suggested that George give a "Shop Talk" on Light Sport Aviation. George said he would be willing to do that and also provide handouts. (More on this once it's scheduled).

Steve Couzelis will go through the Chapter member renewals to find out the names of members and their projects, so we can print it in the newsletter. There are quite a few building/restoration projects going on, however not everyone's aware of them.

There will be a FAA Safety Seminar, orchestrated by Dick Ferno, at the Franklin County Airport following our next Chapter pancake breakfast and meeting on February 18th. **George Coy** will be the guest speaker.

Marge Butterfield announced that Airport Awareness Day will be held at the Dean Memorial Airport in North Haverhill, NH on Saturday, June 2nd, with a rain date on June 3rd. As you know from past years, this is a big Young Eagle Rally. Our members usually help out. If any pilots are available, please contact Marge at 878-6337.

Dave Harrison made it to our Chapter meeting (along with Mary) one month after having a triple bypass! Dave is recovering very well and has the best wishes from his fellow members.

Tom Edwards announced that he and his wife, Dawn, would like to have a summer gathering at their house in mid-summer. There will be further details once a date is determined.

Shirley Chevalier announced that she heard from *Aero Club of New England* that they are going to have their fly-in at Basin Harbor this year. In the past the CAP kids helped with parking and crowd control. Since there have been some incidents with people crossing the runway, *Aero Club of New England* wanted to know if any

of our Chapter members could also help out. It was decided that this could be arranged. If any members are interested, keep this event in mind. The fly-in has usually been held the second Sunday in September. There should be more information on this by summer.

Tyler Hart won the 50-50 raffle. Congratulations Tyler! The winnings were \$18.00 which **Bruce Uvanni** picked up for him. (How much were the winnings?..... \$8.00 did you say???)

Flight Advisor Corner: Hobie Tomlinson

Flying in the Hills

I thought it might be good during the late winter season to look over some Mountain Flying principles. This is not taught in the East like it is out West; however, it is still quite possible to run into trouble in the Appalachians. The accident statistics each year bear this out.

We will be looking at the following:

- Mountain Weather
- Turbulence
- Crossing Ridges
- Flying Valleys
- Flying Confined Spaces
- Visual Illusions
- Approach & Landing
- Takeoff & Climb
- Emergencies
- Final Thoughts

Mountain Weather is a good starting point for our discussion. Because the mountains force the air moving over them out of a normal flow, the mountains themselves induce local weather phenomena. Among these are mountain waves, cap clouds, lenticular clouds, rotors, venturi effect, areas of icing, snow squalls, areas of lift or sink, and local wind patterns.

When approaching a mountainous area, it is important to be aware of the direction and velocity of the winds aloft. This will help anticipate the wind effects that will be generated by the mountains. It is helpful to visualize how water would flow over the obstructions below because air, being also a fluid, will behave the same way.

Mountain Wave is probably the most famous of the mountain effects, and its signature is usually the ACSL (altocumulus standing lenticularis) cloud. The cloud itself does not indicate the strength of the wave. It is possible to have the cloud form in weak waves as well as have a strong wave with no clouds present when the atmosphere is very dry.

Mountain Waves will form when there is stable air (or an inversion) aloft, with an increasing wind velocity blowing nearly perpendicular (usually within 30 degrees) to the mountain ridges. As the lower air is forced up over the mountain, it collides with the stable air flowing above the mountain, causing a bowing of the flow above the mountain and redirecting the air sharply downward again. This process sets up a natural oscillation in the airflow, much like that produced by “snapping” the end of a long rope. **The Appalachians** usually produce a wave length of 10 nautical miles which may extend downrange for over 100 nautical miles. The waves produced downwind of the mountains are called “standing or lee” waves. (In the Rockies the wave length can vary from 2 to 25 miles with an average wave length of 8 nm).

The danger of the wave itself is that the **down flow will exceed the climb capability** of most light aircraft. This is the reason it is important to visualize the wave’s location and plan accordingly. It is also why altitude in reserve and an escape route are required when approaching ridge lines.

Cap and lenticular clouds are formed when the air cools as it is forced up, condensing the moisture it contains. When the air is redirected downward again (by the stable flow above) it regains heat, evaporating the moisture. The cap cloud forms directly on the mountain peak, while the lenticular cloud forms on the crest of the first (and sometimes second) standing wave, thus marking their location. The thing to remember is even though the clouds are stationary, the air is not. The clouds constantly form in the uprising air and dissipate in the down flow, with the air “flowing thru” them. Remember that even a strong wave may be present without any clouds when the atmosphere is very dry.

The Rotor is the **major hazard** associated with mountain wave activity. Its location is usually centered underneath the first lenticular cloud at an altitude between ground level and approximately 2,000 feet above the mountain. The rotor cloud generally appears as an oval shaped, fair weather cumulus cloud with ragged, curling edges which display rotary motion. When located close to the ground it may pick up dust and darken, or in a dry atmosphere the rotor may not even produce a cloud.

Rotors, like thunderstorms, can produce destructive turbulence and are to be avoided. In the late 1960s British Airways had a Boeing 707 destroyed by an inadvertent encounter with the rotor produced by Mt. Fuji in Japan. On a more personal note, my one memorable aircraft upset happened on the lee side of Camel’s Hump Mountain, back in the days of Beech 18 flying. I was returning to Burlington VFR through the Winooski River pass on a very windy day, even though it had been smooth. I was at 2,500 feet in the middle of the valley (not the place to be as I was soon to learn) when suddenly everything that was not strapped down was floating about, and I found myself looking up at the houses. Welcome to mountain rotor 101! Fortunately, I was returning empty and Beech builds a strong airplane. After restoring the “status quo” and starting to breathe again, I flew away a lot wiser. Not everyone is that lucky!

Mountain Wave safety depends on “preventative” flying practices. When crossing mountains where wave activity may be present, always cross at an altitude of at least **50% of the height of the mountain above the valley floor.** For example, the mountain ridges southeast of BTV are approximately 4,100 feet MSL, while the valley floor is about 900 feet MSL. Thus the vertical rise is 3,200 feet, giving a safe crossing altitude of 1,600 feet (50%) above the ridges or 5,700 feet MSL. This is one of the reasons I’m not in a rush to get down to the glide slope intercept altitude of 5,400 feet MSL on the ILS/DME Rwy 33 approach at BTV. Maintaining this minimum crossing height will provide some margin for sink when approaching the ridge as well as keeping you above the rotor.

When mountain waves are present, approach ridge lines at a 45 degree angle. This will allow a downhill escape route requiring only a 90 degree turn (rather than 180 degrees) should you encounter sink exceeding the aircraft’s climb capability. When flying in the mountains, adopt the following procedures glider pilot use: climb (reduce speed) while in lift and dive (increase speed) while in sink. This will allow the aircraft to maximize its time in lift and minimize its time in sink. (Although increasing speed in areas of sink will increase the sink rate, you will transverse the area quicker and less total altitude will be lost.) Visualizing the wave length will help anticipate the areas of lift and sink in the wave.

Flight through the lenticular clouds is generally smooth, although they should be avoided if their edges are ragged or irregular in shape. This is an indication that they may contain areas of strong turbulence, much like the rotor.

Other mountain weather phenomena are venturi effect, areas of icing, snow squalls, lift/sink and local wind patterns. **Venturi effect** is caused by the wind being squeezed through narrow passes, increasing its velocity just as in a venturi tube. This may cause extra turbulence in those areas. During winter IMC flight, **icing** will always be most intense on the upwind side of ridges where lifting is occurring. As most New England storms occur with a low pressure area off the Atlantic coast producing a moist southeast flow, the eastern side of the mountains will produce the worst icing. **Snow squalls** are common in the cold, unstable air filtering in after the passage of a winter cold front. The mountains alter wind patterns to produce areas of **lift** (windward side of terrain) and **sink** (leeward side of terrain) as well as different **local wind flows**.

Turbulence comes in four types: convective, mechanical, wind shear, and clear air. **Convective** turbulence is associated with thermals and thunderstorms. **Wind shear** turbulence occurs along frontal zones and gust fronts, while **clear air** turbulence (CAT) is usually associated with the jet stream. That leaves us with our mountain companion, **mechanical** turbulence. It is not a matter of if there will be turbulence around the mountains on windy days, it is just a matter of where is it and how bad is it. True, there are those days when flying in the mountains is smooth, but that is typically not the norm. To visualize mountain turbulence, think where the burbles would be if it was water flowing over the mountains instead of air. Where the burble would be is where the turbulence is.

Turbulence is reported as **light** (unsecured objects stay put), **moderate** (unsecured objects move and occupants aware of seat belt), **severe** (aircraft upset and occupants yanked against seat belt), and **extreme** (aircraft near impossible to control with structural damage likely). **Occasional** means it occurs approximately 1/3 of the time, while **intermittent** is 1/3 to 2/3s of the time and **continuous** occurs more than 2/3s of the time.

Turbulence is generally not dangerous if flown correctly, although it is quite uncomfortable to fly. The essence for flying in turbulence is to **slow down!** Remember that the top of the green arc on the typical airspeed indicator for FAR Part 23 single engine aircraft is Vno (maximum airspeed in turbulent air). **This will only protect the aircraft against the stresses of a 30 fps (foot per second) gust, which is moderate turbulence.** For this reason, maneuvering speed is usually chosen, which is slightly slower. In my view, slower is better and there is no reason to fly as fast as maneuvering speed. Turbulence induce stall is only an issue for high altitude turbojet operations and is a non-event in light aircraft. Should a severe gust stall the aircraft, it will relieve the gust load and the aircraft will automatically recover as soon as the gust ends. For these reasons I usually prefer to fly a speed of 1.6 Vso in turbulence.

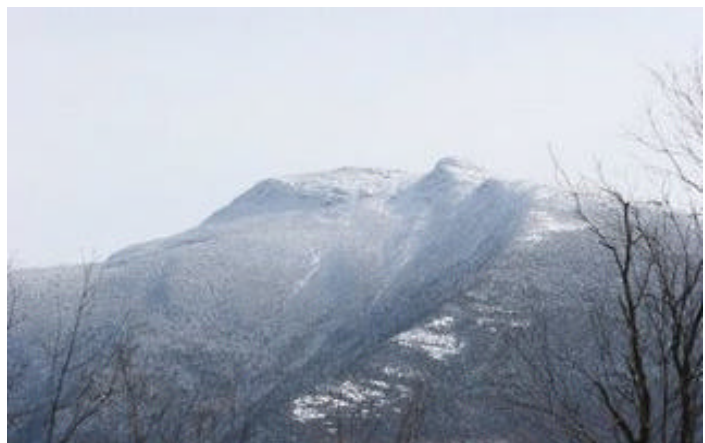
High altitude turbulence induced stalls in turbojets are a different matter. They can produce excessive nose down pitching moments with the attendant mach over speed and control difficulties. For that reason **it is important to maintain the appropriate turbulence penetration speed for high altitude turbojet operations.**

This looks like a good place to break for this month. Next month we will continue down our list, starting with crossing ridges. The thought for this month is “**Never maneuver an aircraft into a position where it has the opportunity to crash!**” So, until next month, remember to **Think Right to FliRite!**

Not all Runways are Paved!



The Inside of a New England Cloud!





B747 Engine Separation from
Mt. McKinley Rotor Encounter



Dual Western Lenticular at Sunset

Safety Tip by Don Taylor

Winter Flying

Common sense suggests that pilots need to dress differently when chasing a breakfast special in February, than they do when tracking down that omelet in June. Nonetheless, I see lightly clad pilots sprint to their airplanes in windbreakers even on the coldest of days. They make quick work of the preflight and then slip into the relative warmth of the cabin. What are they thinking? The winter preflight should actually take longer than it does in warm weather. But don't take my word for it. Check in with the experts when it comes to cold weather flight. Winter flying can be fun, but it is different.

Did you Know? By Don Taylor

Burj Dubai Tower, Dubai, United Arab Emirates

We have another tower coming in our airspace.

The Burj Dubai skyscraper under construction reached its 100th story and is on its way to become the world's tallest building.

When finished in two years, the silvery steel-and-glass building is expected to rise beyond 2,300 feet and more than 160 floors.

The Burj Dubai can add more stories if a competing developer mounts a challenge. It could loom over the city from a height of 2,600 feet or more.



A group of racing camels practice with the Burj Dubai seen in the background (AP Photo/Kamran Jebreili)

Young Eagles: Donald Taylor

No pilots reported Young Eagle flights for this year.

Our goal for 2007 is still 300.

International Young Eagles Day - 2007
Franklin County Airport (FSO)
Saturday, June 9th 9:00 am - 4:00 pm

If we get enough help, it could be a fly-in and barbecue.



UPCOMING EVENTS

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

The first "Shop Night" will be held at the garage of President, **Tony Speranza**, at 2 Poplar Court in Essex Junction on the second Thursday of February, which is FEBRUARY 8TH at 7:00 p.m. until 9:00 p.m. For directions, either get them off the internet or call Tony at 878-7377. Tony also encourages anyone knowing a potential Young Eagle to bring them along to the shop night, let the kids have an opportunity to see a project "up close & personal". Hope to see you there!

Cabin Fever Frolic Guest Speaker!

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

CHAPTER 613 EDUCATION CENTER

Our Chapter President, Tony Speranza, noted there hasn't been a lot of news recently regarding the chapter's Education Center. However, he will be bringing up subject of fundraising for the project at the upcoming meeting on 18 February. He also expects to have a chapter vote regarding funding the Education Center.

Calendar of Events

February 8, 2007	RSVP Deadline for Cabin Fever Frolic, Please Register w/ Marge 802-878-6337
February 8, 2007	Shop Night at Tony Speranza's, 2 Poplar Court, Essex Junction. 802-878-7377. Bring Young Eagles!
February 10, 2007	Cabin Fever Frolic @ Best Western Windjammer Inn and Conference Center , South Burlington
February 18, 2007	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting and FAA Safety Seminar, "Winter Flying, Aircraft Maintenance, and You" by George Coy and Dick Ferno to follow
April 17-23, 2007	Sun 'n Fun '07, Lakeland, FL
April 28-29, 2007	Poly-Fiber Aircraft Covering Workshop @ Heros Aviation, South Hero
May 14-16, 2007	Ottawa Canadian Tulip Festival tour, Green Mountain Tours, 802-527-0496 or 1-800-877-4311
June 9, 2007	International Young Eagles Day - 2007, Franklin County Airport (FSO)
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Tony Speranza	878-7377	2 Poplar Court, Essex Junction, 05452	asperan@us.ibm.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
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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

EAA CHAPTER 613 PRESENTS.....

CABIN FEVER FROLIC 2007

WHEN: Saturday, February 10, 2007

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

WHAT: 6:00 PM - Cash Bar.

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

Dessert: Cheesecake with Strawberries

Coffee or Tea

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

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

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

Beat the Winter Blahs - Come to Cabin Fever Frolic!

CABIN FEVER FROLIC RESERVATION

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

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

NAMES: _____

FAA SAFETY SEMINAR: "Winter Flying, Aircraft Maintenance, and You"

Sunday, February 18th, 2007, starting at 11:00 am (Following EAA Chapter 613 meeting) - 1:00 pm

Speakers: George Coy, Dick Ferno, Jim Leavitt

Border Air, Ltd is located at the Franklin County State Airport in Highgate, Vermont. George Coy has operated from this location (and even colder locations around the world!) for more years than he will admit. We thank George for presenting this Winter Safety Meeting and making his facility available to us.

What should we do to ensure our safety, and that of our passengers, at this time of the year? Whether we rent or own an airplane, are there some additional things to consider when there is very little red to be seen in the thermometer? How do pilots react, how does the machine react to freezing temperatures and blowing snow? If all those fine round smiling gauges don't continue to smile at you in the cold, will you keep smiling?

George is going to give us the benefit of his years of experience dealing with those questions and more. He has seen it from the pilot's and maintenance technician's perspective. There will be some critical to safety tips regarding the aircraft as well as the pilot for all of us. If all of that isn't enough, George has promised to untangle the Sport Pilot Regulations for us and provide answers, if we have questions!

Dick Ferno will join George in the presentation (if he doesn't have to plow snow) and for questions and answers. Dick has seen many winters from the ATC Tower Cab and from the cockpit he will share his experiences with us. Jim Leavitt from the FAA Safety Team will be there to give you an update on the FAASTeam and to fix you up with Wings Application Cards.

Event Location: Franklin County State Airport (KFSO)
Border Air, Ltd
629 Airport Rd
Swanton, VT 05488

Sponsoring Division: FAA Safety Team and Border Air, Ltd

Contact Information Jim Leavitt
Phone: 518-785-5660 ext 214
Email: james.w.leavitt@faa.gov



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

DATE: MAY 14 –16, 2007 MONDAY – WEDNESDAY

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

Day 1 – Monday, May 14

After we depart from St. Albans 5:30am, Winooski at 6:00am, Vergennes at 6:30am, Port Henry Railroad Station at 7:15a.m and Plattsburgh at 8:30am, we have lunch in Ottawa. Afterward we will go to our hotel to drop off our bags and anyone we would like to stay and spend the afternoon at the casino. The rest of us will continue to the Canada Aviation Museum. We will return to the hotel at 4:30pm. Tonight we dine at the Grand Buffet in our hotel. The rest of the evening is yours to play at the Casino or check out all the amenities the hotel has to offer.

Day 2 – Tuesday, May 15

This morning have breakfast at the hotel. We depart at 8:00am for a tour of Parliament Hill and Rideau Hall, home of the governor General of Canada. Lunch is in downtown Ottawa. This afternoon travel along the scenic *Tulip Route* to Dow Lake to see more than 3,000,000 (yep, three million!) colorful tulips. Along the way you will also see The Prime Minister's Residence, Embassy Row, Ottawa City Hall and more. There is free time for shopping at Rideau Centre and Bytown Market. Return to the hotel for dinner and time at the casino before we depart at 7:00pm for the Ottawa Little Theatre to see *The Sunshine Boys*, a comedy by Neil Simon.

Day 3 – Wednesday, May 16

Enjoy our last breakfast at the hotel. We depart at 10:30am for a cruise down the Rideau Canal and our Farewell Lunch at the "Café". We then return home from a memorable tour.

What's Included:

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

COST PER PERSON: \$350.00 DOUBLE

\$335.00 TRIPLE

\$460.00 SINGLE

GREEN MOUNTAIN TOURS

P O Box 2021

Georgia, VT 05468

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

E-Mail: greenmntours@surfglobal.net

Website: www.greenmntoursvt.com

\$100.00 Deposit to sign-up due **ASAP**-

Balance March 15th

NOTE: We now have 6 chapter members going.

NEW ENGLAND
Poly-Fiber FABRIC COVERING WEEKEND WORKSHOP!

APRIL 28-29,2007

Hosted By: Heros Aviation, South Hero, Vermont

(For full announcement, see <http://www.herosaviation.com/HeroAviation/Workshop2006.htm>)

HEROS AVIATION, the New England and East Coast Poly-Fiber, Randolph, and Ceconite distributor, announces its ANNUAL Weekend Poly-Fiber Aircraft Covering Workshop for this Spring, on the shores of Lake Champlain, Vermont.

The weekend seminar is designed to cover all the steps of the "Stits" Poly-Fiber System, from preparation to final painting. The 2-day workshop applies to complete beginners, as well as a review for anyone who wants to brush up on the techniques or learn the latest materials and theories. The class is limited to 20 to allow full participation.

This Weekend Covering Workshop will be run by Doug & Dee Smith in their Heros Aviation hangar in Grand Isle, Vermont. Each student receives a full Poly-Fiber Manual with the course, and a certificate of completion at the end.

The weekend of April 28-29 (0800-1700 both days) was chosen because it can easily be combined with a weekend Spring getaway. Spouses or significant others can enjoy a relaxing weekend at a nearby New England Inn or Bed & Breakfast, or explore the Lake Champlain Islands, travel the 1.3 hours to Montreal for shopping, or enjoy the nearby Green Mountains, Adirondacks, or take in the Vermont life in nearby Burlington, Vermont, the Queen city of Vermont located right on Lake Champlain. Heros Aviation will provide a list of possible accommodations and will endeavor to obtain participant discounts as feasible.

Tuition for the event is in line with all EAA workshops: **\$325 for the 2-day workshop, lunches included both days.** We must limit enrollment so we encourage everyone to call now and register as soon as possible. These workshops usually fill up very fast!

Come enjoy a learning weekend with instructors familiar with the world of covering aircraft. There is not a question that cannot be answered by this team. Please call Doug or Dee Smith at **Heros Aviation: TOLL FREE 1-866-372-6161** or send us an Email at HerosAviation@aol.com for more information. Our web-site, www.herosaviation.com will have this announcement and MORE information. Heros hopes to see you in April!

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FIRST CLASS MAIL



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