



# CHAPTER 613

June 2007

(Chapter 613 web site)

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

## News and Views: Bruce Richardson

### IN MEMORIAM



**Robert Nietzel Buck**

The aviation community lost one of its pioneers when Robert (Bob) N. Buck of North Fayston, Vermont, passed away on April 14th, 2007. In 1930 at the age of 16, he broke the junior transcontinental air speed record, and was the youngest pilot ever licensed in the US. In addition to many other accomplishments in his more than 70-year flying career, he literally "wrote the book" on how general aviation pilots should cope with weather in his 1970 classic, *Weather Flying*. He was 93.

Bob was born in Elizabeth Port, New Jersey, on January 29th, 1914. He found his life passion for aviation in 1929 at age 15, teaching himself to fly a homemade glider and a year later soloed fabric-covered biplanes.

In the 1930s, he gained experience and fame to include a coast-to-coast junior transcontinental speed record at age 16, in his Pitcairn Mailwing, and a nonstop world record from California to Ohio in 1936, flying a 90 hp Monocoupe. The following year brought him employment with TWA, then Transcontinental and Western Air, qualifying as captain in 1940.

World War II introduced risky flying of cargo and troops across the Atlantic Ocean, until Bob grabbed the chance to manage and fly a weather research project for the Army and TWA, with a Boeing B-17 bomber. He and his crew sought out the worst weather, including thunderstorms, rain, snow and ice, for which he was awarded the Air Medal, as a civilian, by President Truman.

His 37-year career with TWA shared the golden age of air travel, flying the famous DC-2s and 3s, romantic Lockheed Constellations, Boeing 707s and finally the 747, to include over 2,000 Atlantic crossings. He served as TWA's chief pilot in 1945, but flying a desk was not his style.

Returning to flying, he was called to Hollywood by TWA owner Howard Hughes to fly with actor Tyrone Power on a publicity trip through South America, Africa and Europe. He then spent time as one of Hughes' "men," but when asked to sell one of Hughes' airplanes, he told Howard, as everyone called him, he was not a salesman and was going back to the airline. Hughes graciously accepted the demand. To better use, Bob later assisted TWA's president with the transition to jet aircraft. In 1966, he participated as a pilot on an around-the-world speed record in a Boeing 707, circling the globe vertically, over both poles.

Bob was awarded the 1963 Airline Pilots Association Air Safety Award. He served in consultation to the FAA on air traffic, safety matters and the Supersonic Advisory Group, as well as represented the United States on airspace issues at the International Civil Aviation Organization in Montreal. Just a month before his passing, Bob Buck was presented FAA's highest award of Master Airman, for his contributions to aviation as pilot and safety advocate.

He maintained a lifelong connection with sport and general aviation, believing in its enjoyment and utility. In 1959 he returned to gliding, insisting it is the best way for a person to learn flying and gain their "seat of the pants" ability.

He also consulted with Cessna Aircraft on the operational design of the successful Citation business jet.

He was a prolific, self-taught author, who first penned two books in the 1930s, and later wrote numerous articles on his experiences, safety, techniques and weather flying. In 1970, he completed his classic book, "Weather Flying," considered the bible of how to fly weather, which is still in print today. Following was "Flying Know How," "The Art of Flying" and "The Pilot's Burden." Finally, in 2001 at a young age 88, he produced his eloquent memoir, "North Star Over My Shoulder." In "North Star" one saw Bob's respect and love of the world's history, diversity, beauty and culture. His travels inspired him to learn French, his grandmother's native language, in which he gained fluency through many trips to his beloved Paris.

He married Jean Pearsall in 1938, who lovingly and patiently saw through his career and shared a long retirement. They had two children, daughter Ferris, also of North Fayston, and son Rob of Waterbury Center, who survive them, along with their spouses, Ned and Holly, eight grandchildren and three great-grandchildren. Jean predeceased him in 2003.

In 1964, while visiting near Waitsfield, they purchased an old hunting camp in North Fayston. Moving there in 1972, it became a much-loved time of their lives, respecting and learning the traditions of Vermont, proudly serving the local planning board, learning to "get the wood in," respect of a forest, cross-country skiing and still enjoy his beloved golf and soaring. They especially appreciated being part of the community of North Fayston. A curious and diverse person, he was blessed with great memory, quick study, and with wily smile, a fine timing of well-placed word and wit ... an indelible person.

<http://www.timesargus.com/apps/pbcs.dll/article?AID=/20070420/OBITUARIES/704200322/1005/OBITUARIES>

[http://en.wikipedia.org/wiki/Robert\\_Nietzel\\_Buck](http://en.wikipedia.org/wiki/Robert_Nietzel_Buck)

<http://www.aopa.org/whatsnew/newsitems/2007/070418buck.html>

**\*\*\*New Members\*\*\***

Good News! Our chapter's newest members are Fred Gribble of Fairfax and Norm Stetson of Highgate. While I don't have any other specifics on either gentleman, I'm sure Marge Butterfield will do her usual outstanding job of making new members (and their significant others) feel extremely welcomed.

**Welcome to EAA Chapter 613!!**

**President's Column: Tony Speranza**

It's been a very busy month....the May "shop night" was at Mike Chase's place in Grand Isle. We had a good turnout and very gracious hosts (beer!). Mike, with his wife's helpful hand, is building an RV10. He has completed the tail group & rear fuselage. Mike was a "jet jock" - flew F-14's in his former life. We had a great time - THANKS MIKE!

The next "shop night" will be 7pm on Thursday, June 14 @ Dave Nichols shop on Morningside Drive in Charlotte, VT. Dave is finishing up an RV6. Directions to Dave's shop: Head south on Spear Street, about 9(+/-) miles south of Swift Street you come to a flashing red light (Hinesburg Road). Go straight through the intersection, go 1/2 mile and take the 1st right onto Morningside Drive. Look straight ahead - shop is located directly behind the silo (Dave is a farmer). [Editor's note: Dave's address is 138 Morningside Drive, zip 05445, if you want to plug it into MapQuest or the like. Just be sure to heed the above directions to his shop - it's a BIG farm].

On Thursday, May 17 @ GESOCO, we had a very productive meeting on the Chapter 613 Aviation Center. We reviewed a formal package (roadshow) on the project and enjoyed a spirited discussion. Inputs were collected and John Butterfield articulated:

***Aviation Center "Vision"***

*The purpose of the EAA Chapter 613 Aviation Center is to promote and foster general aviation activities, including the construction of amateur built aircraft, in the State of Vermont.*

*This Aviation Center will provide a permanent home for EAA Chapter 613, and a be focal point for chapter activities, including education, partnership and mentoring programs supporting and promoting general aviation.*

After deliberation and with the generous support of a prominent chapter member, the Executive committee (3 of 4 present) voted to approve. It was agreed, although we are long way from raising all the necessary funds, the merits and timing of the project warrant moving forward at this time. Fund raising efforts continue at a steady pace and site work has started under the direction of Don Taylor and George Coy. More to come - VERY EXCITING.

On a more personal note, only with the help of friends & chapter members was I able to move my RV-6 to FSO on Memorial Day. Unfortunately, the trailer I borrowed was 1" too narrow for the landing gear - making the job much tougher. I would like to thanks Don Nowakowski, John Butterfield, Lowell Nelson, Warren Gonyea & Charles Thiel... Membership really does have it's privileges!

**TONY'S PLANE MOVING COMPANY.. call BR-549!****Flight Advisor Corner: Hobie Tomlinson****Flying with Floats – Part VI**

A request has been made for an article on GPS approaches, and I will address this in the following months. But upon researching GPS information, it became apparent that more than a single article would be required to do the subject justice, so it seemed to make sense to complete the seaplane series first while the season is still upon us. So this month we will begin the remainder of the seaplane series which was discontinued last fall at the end of the water flying season.

The final subjects we will look at are the following:

- **Reconnaissance and Planning**
- **Normal Landings**
- **Crosswind Landings**
- **Downwind Landings**
- **Glassy Water Landings**
- **Rough Water Landings**
- **Confined Area Landings**
- **Emergency Landings**
- **Ditching/Open Sea Emergency**
- **After Landing Procedures**

Reconnaissance and Planning are of extreme importance to seaplane landings. Unlike landplane operations on a runway, the water surface is a constant variable which may contain floating or submerged obstructions. Also the landing area is shared with other watercraft whose operation is not always predictable and will cause changes to the water surface. Add to this the fact that the approach and departure paths may contain obstructions that would not be allowed at land airports, and there is no wind or weather information available. As you can see, proper pilot evaluation of the desired landing area is critical for safety!

Seaplanes are restricted from many bodies of water. So before heading off to an unfamiliar water area, be sure to verify that seaplane operations are allowed. This is not always an easy task, but the best resources for this are the appropriate State Aviation Department and the Seaplane Pilots Association.

Landing area reconnaissance is performed by circling the desired landing area at approximately 500 feet above the water. All watercraft in the vicinity of the landing area and their direction of movement should be noted. Carefully survey the landing area for buoys, pilings, floating debris, and submerged obstructions such as rocks. Ensure adequate water depth and check for any off-limit areas such as no wake zones or swimming beaches.

Wind and water conditions must be evaluated. Check the water for indication and direction of currents, residual swells, impending boat wakes, and existing wave status. Wind direction can be determined by several methods. In addition to the usual smoke and flag indications, boats at anchor (no stern anchor) will weathervane and point into the wind unless there is a strong current. The upwind shore of lakes will usually have a band of calm water and swimming waterfowl typically head into the wind. The Beaufort wind scale will help estimate wind velocities. Calm winds are indicated by glassy water, 1-3 kts by ripples, 4-6 kts by small wavelets, and 7-10 kts by scattered whitecaps. This should be the limit for most of us with only highly experienced pilots taking on the numerous whitecaps which indicate 11-16 kts of wind. When wind is present, wind streaks will form on the water parallel to the wind, but they do not indicate which way is upwind. Foam from whitecaps appears to move upwind as the waves move downwind faster than the foam.

Planning the landing begins by selecting the most suitable water area. Except for glassy water, use the smoothest water available. Multiple swell systems may reinforce each other and at other times cancel each other, giving areas of smoother water. Upwind shorelines will usually provide areas of calmer water, but shorelines are more likely to contain submerged obstructions. Ensure that sufficient water area is available for a safe takeoff under the conditions expected to exist at the intended departure time before committing to a landing!

Plan a taxi route to the dock or mooring area that will be safe and efficient. This is especially important when wind is present that will make turns difficult while taxiing and may necessitate sailing to the dock. When water conditions allow, be sure to check the intended taxi route for underwater obstructions which could puncture a float and also areas of waterweeds which can foul the water rudders.

When planning the approach and departure paths, be sure to consider the local terrain and its effect on existing winds, all approach and departure path obstacles, and populated areas including noise reduction. In narrow channels and rivers, verify the absence of wires or cables by insuring the adjacent shorelines do not contain any supporting poles or towers. Insure that an adequate takeoff or go-around path is available. Ideally this path will allow an initial turn to remain over the water and a quick reduction to climb power, which will significantly reduce the propeller noise reaching the ground. It only takes one inconsiderate seaplane pilot to cause the closure of an entire body of water to all seaplane operations!

Normal Landings are usually made power-on, directly into the wind on the smoothest and most adequate area of water available. When initiating the approach, remember that a seaplane will have a higher sink rate than its landplane counterpart for any given airspeed and power setting, due to the additional drag of the floats.

Because of the proliferation of the new, lightweight amphibious floats, we must develop normal procedures and checklists which insure their safe operation. It has long been considered a best practice to use the **GUMP** mnemonic (**G**as, **U**ndercarriage, **M**ixture, **P**rop) on both fixed and retractable gear landplanes for standardization (normal procedures). The same is true for seaplanes. With seaplanes, the “**U**” in **GUMP** is expanded into the following two subcategories: 1) **Water Landing** – Gear indicates “**UP**” and **Verified Visually**, and 2) **Runway Landing** – Gear indicates “**Down & Green**” and **Verified Visually**. Pilots who ignore checklist usage and fly retractable gear aircraft are almost guaranteed an eventual accident. Landing a seaplane gear up on a runway will probably result only in wounded pride, while landing

it gear down in the water is catastrophic! It will instantly capsize bringing on a host of other emergency situations! Amphibious aircraft have no “gear warning horn” because gear-retracted water landings are a normal procedure. This is by far the most common accident in amphibians and makes hull insurance for them extremely expensive.

The objectives in a seaplane landing are to touch down at the correct pitch attitude with the slowest possible speed and to have no side drift while still maintaining full control. The correct pitch attitude for an individual aircraft is the one which will allow initial water contact on the steps of the floats with the sterns just clear of the water. It is usually just slightly higher than the “Step Taxi” attitude. Because seaplanes use “**attitude” landings**, sink rate adjustments are made with power rather than pitch. This is similar to the technique used for “wheel landings” in landplanes.

The approach to a normal landing is usually made power-on with full flaps at the recommended approach speed and using the normal 3 degree approach slope. Be sure to verify that the **Water Rudders** are “UP,” as hydrodynamic loads will damage them if left down during takeoff or landing. Although power-off landings can be made, they require a much steeper approach to provide extra airspeed. This extra energy is needed to allow the approach path to be shallowed, establishing the correct pitch attitude prior to water contact. **Round out too late** and the float bows will contact the water and dig in, capsizing the seaplane. **Round out too early** and the airplane will either develop a high sink rate or stall prior to water contact, damaging the floats. The same is true with a power-off wheel landing in a landplane.

When the seaplane approaches the water surface, the nose is smoothly raised to the appropriate touchdown attitude and held there until water contact. Sink rate adjustments are now made with power, while maintaining the correct touchdown attitude. As the floats contact the water, apply gentle backpressure to the elevator control, canceling a pitch down moment caused by the water drag on the floats. The higher the water speed on touchdown, the greater the pitch down tendency. Once definitely on the water, close the throttle while maintaining the touchdown attitude until the floats start to come off the step. When this occurs, apply full up elevator to place the aft float bodies in the water and minimize water spray hitting the propeller. Once slowed to taxi speed, lower the water rudders, raise the flaps, and perform the after-landing checklist.

To transition to step taxi after landing, after touchdown immediately add sufficient power to remain in the planning attitude and raise the flaps. Water rudders are kept up for step taxi. To end the step taxi, simply close the throttle and transition to plough taxi as described in the paragraph above.

**Crosswind Landings** are sometimes required due to water traffic, obstructions on or under the water, or landing in a confined area such as a river or a canal. The crosswind landing objective is the same as in a landplane, which is minimizing side loads during landing by stopping the sideways drift during the touchdown and maintaining directional control after touchdown.

Because of the large side area of floats, even small amounts of drift at touchdown can create large sideways forces. This sudden resistance on the side of a drifting float creates a large skidding force that drives the downwind float deeper in the water. The combination of the skidding force, weathervaning and the tendency for the upwind wing to lift can submerge the float, leading to loss of directional control and a waterloop. If the wingtip contacts the water while any significant speed exists, the seaplane will capsize!

Seaplanes typically have lower crosswind component limitations than their landplane versions. Because seaplanes on water lack brakes and the water surface is yielding, there is a much stronger tendency to weathervane than in landplanes.

One principle difficulty in seaplane crosswind landings is determining whether or not sideward drift is occurring. This is not an issue with runway operations because the runway gives a fixed point of reference. However, in water landings the apparent movement of the water’s surface makes determining drift difficult. Remember that while wave motion makes the water appear to be moving, it is actually stationary. Waves are simply the up-and-down motion of the water surface. Although the wind moves the wave location, the water itself is stationary.

Seaplane crosswind landings use the same “wing low,” upwind slip method used in landplanes to cancel the drift. To detect drift and maintain a straight path during the approach and touchdown, pick a spot on the far shore as an aiming point and keep it at a constant place in the windshield. Keep the aircraft nose pointed straight ahead with the rudder while lowering the upwind wing enough to stop the drift. The seaplane will touch down on the upwind float first, with the water

drag quickly slowing the seaplane. As the aerodynamic lift decreases and the downwind float lowers to the water, close the throttle and increase the aileron input into the wind to hold the upwind wing down. Since the seaplane is most unstable and prone to weathervane as it transitions off the step into the plough taxi phase; most pilots initiate a downwind turn just before coming “of the step”. The seaplane will then weathervane back to the original heading as it slows to plough taxi speed. This technique delays the weathervaning to a slower speed, thus reducing the centrifugal force effects. Once the seaplane has slowed to plough taxi speed, lower the water rudders.

With stronger crosswinds, the above technique is modified to fly the entire landing sequence in a downwind arc initiated from a slight upwind heading. As the aircraft speed slows during the landing sequence, the downwind arc radius is tightened and therefore maintains a constant centrifugal force which is sufficient to offset the crosswind force. During the landing the amount of centrifugal force is varied by varying the rudder pressure to increase or decrease the rate of turn. The sharpest part of the arc is just before the seaplane settles off the step into a plough taxi, thus delaying the weathervaning to a low speed and minimizing the side loads on the floats.

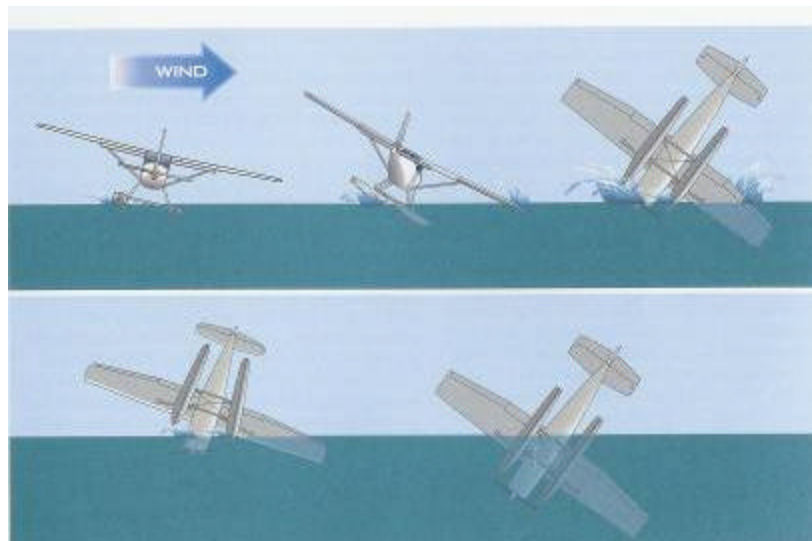
**Downwind Landings** are sometimes made for convenience or local terrain considerations. Although downwind landings require significantly more water area, with winds of less than 5 knots and ample water area, they should present little problems.

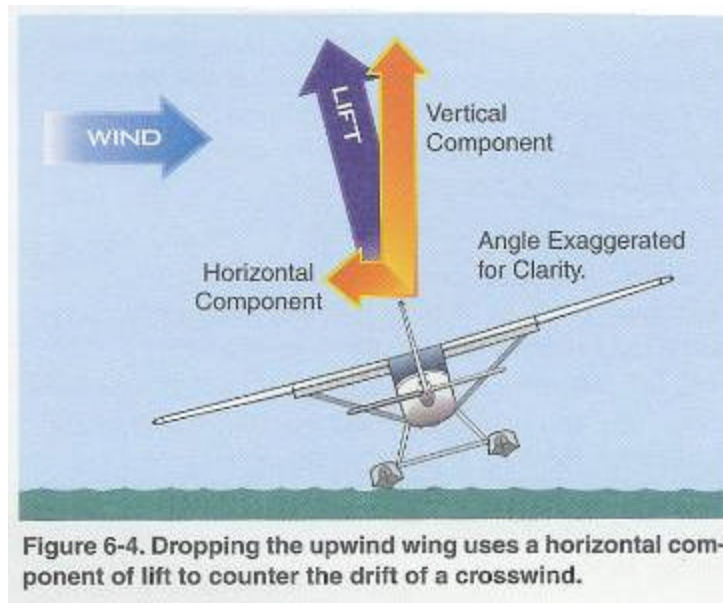
The principle issue in downwind landings is the higher water speed at touchdown that exponentially increases the water drag forces. This causes a significant increase in the pitch down tendency upon landing. With light winds (less than 5 knot) this presents little problem for pilots familiar with the landing characteristics of their seaplane. With stronger winds, this pitch down tendency can exceed the control authority available, and the seaplane will capsize upon touchdown. The higher water speed also subjects the floats and airframe to significant additional pounding when not operating in smooth water.

In river operations, the strength and direction of the current is a major factor in choosing the landing direction. The velocity of the current, a confined landing area, or the surface state of the water may influence the choice of the landing direction more than the wind direction. In light winds takeoffs are usually made with the current, but landings may be made in either directions depending upon a variety of factors. When landing downwind with a strong current, maintaining control of the seaplane after it slows to taxi speed may be the significant issue. Because of these issues it is important to obtain detailed information about which techniques will work best in that specific location and in those conditions from a local pilot with expert experience.

This seems like a good place to break for this month, and we will continue with our discussion of seaplane landings in the July issue. The thought for this month, **“Take fast hold of instruction; let her not go: keep her; for she is thy life,”** Proverbs 4:13. So until next month, be sure to **Think Right to FliRite!**

### **Improper Crosswind Landing Technique ~ FAA-H-8083-23 ~ Figure 6-3**



**Proper Crosswind Technique ~ FAA-H-8083-23****Scholarship Committee By Frank Gibney**

EAA Chapter 613 is sending two youths to the EAA Air Academy Camps this summer - Sam Swanke and Jarrett Perry. They are both very excited to be going to camp.

Jarrett writes :

Dear Mr. Gibney and EAA Members

Thank you so much for the opportunity to go to the EAA Flight Camp. I can't wait to go and learn all I can. I am bringing a camera and hope to take lots of pictures to share my experiences with your group.

I just joined the Civil Air Patrol Cadet Program to further along a career in aeronautics. Thank you again for making this camp possible for me!

Genuinely appreciative,

Jarrett Perry

**Safety Tip By Don Taylor****Summer Thunderstorms**

Summer is here, and so are the thunderstorms. Much has been written about them, they have been studied for years, and while considerable information has been learned, the studies continue as questions still remain. Knowledge and weather radar have modified our attitudes towards thunderstorms, but any storm recognized as a thunderstorm should be considered hazardous. Never regard any thunderstorm lightly, even when radar observations report the echoes are of light intensity. Avoiding all thunderstorms is the best policy.

1. Don't land or take off in the face of an approaching thunderstorm.
2. Don't attempt to fly under a thunderstorm.
3. Do avoid any thunderstorm by at least 20 miles.
4. Don't fly near clouds containing embedded thunderstorms.
5. Do remember that vivid and frequent lightning indicates the probability of a severe thunderstorm.
6. If you do get into a thunderstorm, exit the storm as soon as possible.

**Did you Know? By Don Taylor****Ask for Help!**

If you need help, ask for it! Helping each other does great things.

Samuel F.B. Morse is generally credited with inventing the telegraph, which first made possible instant communication over long distances. But he never could have done it without help from several other men, including Professor Leonard Gale of New York University, who helped Morse overcome the problem of getting a telegraphic signal to carry over more than a few hundred yards of wire, and Alfred Vail, who was responsible for several technical innovations of Morse's system, particularly the sending key and improved recording registers and relay magnets. Without their help, Morse's invention might never have become commercially viable.

Thomas Edison, who is credited with perhaps more inventions than any other person, brought dozens of experts together at his laboratory in Menlo Park, NJ, and later in West Orange, NJ. These experts, helping Edison and each other, perfected Edison's ideas for the electric light, phonograph, motion pictures, and hundreds of other inventions.

Never be afraid to ask.

Some people are afraid to ask for help with their work when they need it. They think it would make them look incompetent... or would make someone else look smarter than they. But the truth is, everybody sometimes needs help with their work. When you need help, recognize the fact that you need it.

Never be afraid to ask for help.

## Young Eagles: Donald Taylor

We have no Young Eagles flights reported for 2007.

International Young Eagles Day  
 Franklin County Airport (FSO)  
 Saturday, June 9th 9:00 am - 4:00 pm  
 Rain Date: Saturday, June 16th  
 A barbecue at 12:00 by Chapter 613  
 (There is no car show).



We need planes & pilots, volunteers for ground operations, paperwork, and for the barbecue. Let's hope that the sun is out and we have a nice day.

We have new EAA Young Eagles registration forms for 2007. On the back of the form is the agreement to waive liability, assume risk, and indemnify. The parent or guardian has to read and sign the form before flight.

We are to discard all old applications and use the new ones. If you need some, please let me know.

I have submitted a letter (on the next page) that gives the details for the Young Eagles 15th anniversary party at EAA AirVenture 2007 in Oshkosh.

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.

- |   |   |
|---|---|
| <p>1. International Young Eagles Day - 2007<br/>           Franklin County Airport (FSO)<br/> <b>Saturday, June 9th 9:00 am - 4:00 pm</b><br/>           (Rain date: Saturday, June 16th)<br/>           A barbecue at 12:00 by Chapter 613</p> | <p>5. Adirondack Regional Airport (SLK)<br/>           Saranac Lake, New York<br/> <b>Friday-Sunday, August 11-12-13</b></p>                        |
| <p>2. Dean Memorial Airport (5B9)<br/>           Haverhill, New Hampshire<br/> <b>Saturday, June 2nd</b></p>  | <p>6. Edward F Knapp State Airport (MPV)<br/>           Barre/Montpelier, Vermont<br/> <b>Tuesday, June 12th 8:30 am</b></p>                        |
| <p>3. Hartness State Airport (VSF)<br/>           Springfield, Vermont</p>  | <p>7. Fair Haven Municipal Airport (1B3)<br/>           Fair Haven, Vermont</p>   |
| <p>4. Shelburne Airport (VT8)<br/>           Shelburne, Vermont<br/> <b>Saturday, September 15</b><br/>           (Rain date: Sunday, September 16)</p>   | <p>8. Plattsburgh International Airport (PBG)<br/>           Plattsburgh, New York<br/>           The old Air Force base - Runway - 11,758 feet</p> |

# YOUNG EAGLES

May 24, 2007

Donald Taylor  
11 Ferris St  
Swanton VT 05488

Dear Don:

This year is special for the EAA Young Eagles program. It marks the 15<sup>th</sup> anniversary of the first Young Eagle flights which took place July 31, 1992. Since then, more than 1.3 million Young Eagles have participated in the program. Many of them are now flying for airlines, are in the military, studying aviation in college or are flying Young Eagles themselves.

On Wednesday evening, July 25, we will celebrate 15 years of the Young Eagles program with a special gathering for Young Eagle volunteers in the EAA AirVenture Museum's Eagle Hangar. As one of 34 Young Eagles pilots who have flown more than 1,000 Young Eagles, we are inviting you and a guest to be our honored guests at the event.

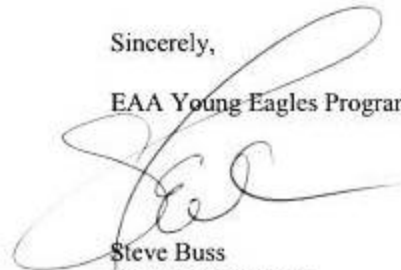
The evening will begin with a reception at 6:00 p.m. and a formal program at 7:00 p.m. Former Young Eagles, aviation celebrities and fellow Young Eagle volunteers will be a part of the audience. We will present our annual Young Eagle awards, look back at the history of Young Eagles and look forward to the future. We hope you will join us.

To reserve your tickets, please register at [www.young eagles.org/volunteers/yeeventreg2.asp](http://www.young eagles.org/volunteers/yeeventreg2.asp). Admission is free and hors d'oeuvres and refreshments will be provided. A cash bar will also be available. Because seating is limited, each reservation is for one adult and a guest.

We look forward to seeing you this year at EAA AirVenture Oshkosh 2007!

Sincerely,

EAA Young Eagles Program



Steve Buss  
Executive Director



The following from Chapter 613 went to the festival:

Tyler Hart and wife Cathy  
Harry Yawney and wife Ann  
Beverly Slocum  
Donald Taylor

We got there about lunch time, so after lunch, we went to the Canada Aviation Museum. It is all there in a beautiful new building. What impressed me most was how huge the British Lancaster is, and it was not built for speed.

At dinner, which was our big meal, all six of us would sit together, it was great!

Harry won \$70 dollars on the casino, and I won \$44 dollars. I had been there twice before, and I still enjoyed it very much. Maybe it was the company.



Canada Aviation Museum



PT-19

**UPCOMING EVENTS****\*\*\*\*\*Shop Night\*\*\*\*\***

The next "shop night" will be 7pm on Thursday, June 14th at Dave Nichols shop. Dave's address is 138 Morningside Drive, Charlotte, VT, 05445. Dave is finishing up an RV6. Directions to Dave's shop: Head south on Spear Street, about 9(+/-) miles south of Swift Street you come to a flashing red light (Hinesberg Road). Go straight through the intersection, go approximately 1/2 mile and take the 1st right onto Morningside Drive. Look straight ahead - shop is located directly behind the silo (Dave is a farmer).

**REQUEST FOR VOLUNTEERS !!!**

Volunteers are needed to serve as timers at Burlington International Airport (BTV) for the Air Race Classic. The Air Race Classic is an all female pilot airplane race from Oklahoma to New Brunswick, Canada, from June 19 to June 22. BTV is one of the stops this year. For additional information, see their web site at [www.airraceclassic.com](http://www.airraceclassic.com).

From the request provided by Kelly Colling, Airport Operations Foreman at BTV:

Timers will be our most important volunteers. We need timers from 6:30 a.m. to 8:30 p.m. on June 20, 21 and 22. We need at least three timers per shift. The shifts can be as long or as short as the volunteers want them to be, based on their availability. The tricky part is that we don't know exactly when racers will begin to arrive. It is possible that we only need timers in the evening of the 20, all day on the 21 and in the morning of the 22. Timers will be inside the climate controlled observation tower located on the terminal building. I will meet with or at least talk to all of the timers before the first racer arrives and be available to work timing shifts and answer questions throughout all three days.

If anyone in the EAA is interested in volunteering as a timer please contact me and I will work with them to make a schedule.

Thank you for your time,

Kelly Colling, C.M.  
Airport Operations Foreman, ASC  
Burlington International Airport

office: 802-863-2875  
work cell: 802-316-2061  
work e-mail: [kcolling@btv.aero](mailto:kcolling@btv.aero)

home: 802-849-6102  
home e-mail: [kqcolling@verizon.net](mailto:kqcolling@verizon.net)

**EAA Chapter 500**

Massena, New York

**30th Annual Fly-In – Drive-In**

Pancake Breakfast

Sunday June 24th 2007  
8:00 AM until Noon

Massena International Airport Hangar

Pancakes, Sausage, Eggs, Fresh Maple Syrup  
Milk, Juice and Coffee

Adults - \$5.00  
Children under 12 - \$3.00

For more Information Contact:  
Jim Parks 1 315 265 9446  
parksjam@gmail.com

123.0 CTAF  
122.2 BTV FSS (Flight Plans)  
US Customs 315 769-3091

---

### **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

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
June 12, 2007	Young Eagle Rally, Edward F Knapp State Airport (MPV), Berlin, VT. Rain date June 13th.
June 14, 2007	Shop Night at Dave Nichol's, Charlotte, 7 p.m.
June 16, 2007	EAA Chapter 968 Taildragger Rendezvous, KRUT, 8 am – noon. Rain date June 17th.
June 24, 2007	EAA Chapter 500 30th Annual Fly-In – Drive-In / Pancake Breakfast, Massena International Airport Hangar, 8am - Noon
July 23-29, 2007	AirVenture 2007, Oshkosh WI.
August 11-13, 2007	Young Eagle Rally, Adirondack Regional Airport (SLK), Saranac Lake, NY.
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)

### \*\*\*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

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

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

### OFFICERS/COMMITTEE MEMBERS

<b>President</b>	<b>Phone</b>	<b>Address</b>	<b>e-mail</b>
Tony Speranza	878-7377	2 Poplar Court, Essex Junction, 05452	<a href="mailto:asperanz@yahoo.com">asperanz@yahoo.com</a>
<b>Vice President</b>			
Bruce Uvanni	985-4008	PO Box 324, Shelburne, VT 05482	<a href="mailto:buvanni@us.uvm.com">buvanni@us.uvm.com</a>
<b>Treasurer</b>			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	<a href="mailto:flybuddy20@yahoo.com">flybuddy20@yahoo.com</a>
<b>Secretary</b>			
Marge Butterfield	878-6337	721 North Williston Rd, Williston 05495	<a href="mailto:airbear9fj@verizon.net">airbear9fj@verizon.net</a>
<b>Newsletter Editor</b>			
Bruce Richardson	229-2460	975 Crosstown Rd, Berlin 05602	<a href="mailto:bbrichardson@yahoo.com">bbrichardson@yahoo.com</a>
<b>Scholarship Committee</b>			
Frank Gibney	879-7419	1147 Sunset View Rd. Colchester 05446	<a href="mailto:gibneyf@aol.com">gibneyf@aol.com</a>
<b>Young Eagles Coordinator</b>			
Don Taylor	868-3809	11 Ferris St., Swanton 05488.	
<b>Technical Counselor</b>			
George Coy	868-2698	116 St. Albans Rd, Swanton 05488	<a href="mailto:george@gesoco.com">george@gesoco.com</a>
<b>Assistant Tech Counselor</b>			
John Butterfield	878-6337	721 North Williston Rd, Williston 05495	<a href="mailto:airbear9fj@verizon.net">airbear9fj@verizon.net</a>
<b>Chapter Web Site</b>			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	<a href="mailto:webmaster@grnmtsolutions.com">webmaster@grnmtsolutions.com</a>

### FOTO FUNNIES



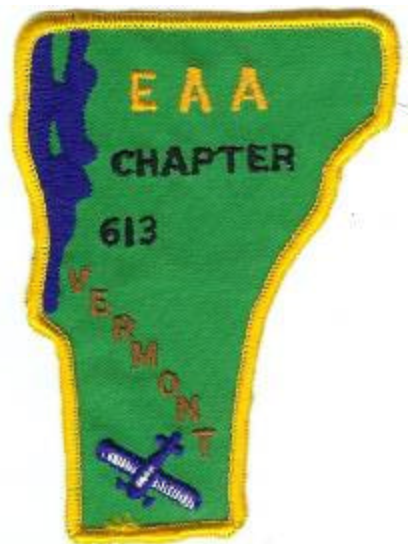
The shores of Lake Champlain?  
(isn't PhotoShop Great?)



From the movie "Stealth"... our military's latest fighter!  
(according to Urban Legend, that is)

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

**FIRST CLASS MAIL**



June 2007