



CHAPTER 613

March 2007

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

Well, I have to hand it to Marge and John Butterfield - they sure know how to throw a heck of a party. I hope everyone who attended the "Cabin Fever Frolic" will agree with that assessment, and join me in giving a big "Thanks!" to Marge and John for setting it up.

At the Frolic, Chapter President Tony Speranza read a nice letter from EAA Founder and Chairman of the Board Paul H. Poberezny, noting an article Don Taylor had published in our chapter newsletter. So I guess the mailed copy sent to Oshkosh doesn't just get filed away - it actually gets read! I want to add my thanks to everyone who contributes to the newsletter - it really makes it informative and interesting. If anyone has an article to submit or something they'd like published, please let me know - I'm always open to suggestions and new ideas.

Mr. Bill Morelli, a past newsletter editor, forwarded me some information to share with the rest of the Chapter. He received a web link from Hobie Tomlinson for a biweekly flying safety oriented newsletter. Per Bill, a person can go to the site and read the current or past issues or sign up to get an e-mail reminder when the current issue is available. The site's author is Bob Miller who is a CFII in the Buffalo, N.Y. area. Bill thinks the newsletter is excellent and should be given at least a one time look by all pilots, and I concur. - so please give it a look the next time you're surfing the web. The newsletter link is <http://overtheairwaves.com>.

Member Roster: Later in the newsletter, you will find a listing of current chapter members with addresses, email, and phone number information. I am asking everyone to **PLEASE** review their information, and let either Steve Couzelis or myself know if there are any changes or corrections to make. If your "Mbr Year" indicates a "6", it may be time to renew your chapter membership for 2007; you can contact Steve at flybuddy20@yahoo.com to update your membership.

In addition to the roster, please note there is a newsletter section on "Member Projects" for everyone to review and provide feedback on. I'm hoping to use your inputs to update the chapter's web site.

Every so often I get web links sent to me for aviation-related items, usually pictures. Although I'd like to include some of them in the newsletter, I try to keep such things to a minimum due to file size and mailing costs. Tom Edwards sent me one that has some excellent pictures in it, so I thought I'd share it with everyone: <http://www.richard-seaman.com/Aircraft/AirShows/Nellis2006/Highlights/index.html>.

February Minutes by Marge Butterfield, Secretary

George Coy had the hangar swept and cleared for hosting the February 18th pancake breakfast, meeting and safety seminar at Franklin County Airport. Thanks George! There were about 25 members who attended and the member who traveled the furthest was **Ruth VanBenthuisen** who lives in Wells River, VT. That's dedication! The cooks for the event were **Joe Gardner**, **Tony Speranza** and Tony's nephew, Austin. Austin is 8 years old and interested in aviation. Everything was cooked to perfection and enjoyed by all. Following the meeting, Jim Leavitt, the FAA's FAAS Team Program Manager introduced **George and Clifford Coy**, the speakers at our featured Safety Program. See the separate article on this in the newsletter.



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

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

Thanks were also extended to **Joe Gardner** and **Tony Speranza** for their great job in cooking for the breakfast.

The cooks for the March 18th pancake breakfast to be held at the Franklin County Airport are **Don Nowakowski** and **George Godin**.

The April pancake breakfast and Chapter meeting will be held on the last Sunday in April. That would be **April 29th**. Don't forget to mark your calendars!

Thanks were extended to **Marge Butterfield** for arranging *Cabin Fever Frolic* and also to **Walt Houghton** for the great slide show presentation of Early Vermont Aviation History. Everyone had a fun evening.

John Butterfield announced that **Walt Houghton** would be willing to give a tour of the Militia Museum at Camp Johnson. **Bob Paradis** mentioned the *Shelburne Coffee Group* toured the museum with Walt last year and found it very interesting. He also stated that starting in April the museum would be open 3 – 4 days a week. There is minimal coverage during the winter season. There was a lot of interest in touring the museum and a proposed time was in May if that could be arranged with Walt.

Joe Gardner also questioned whether there was any interest in going to the Air Museum in Ottawa. **Donald Taylor** advised that 8 Chapter members will be touring the museum when they go to the Ottawa Canadian Tulip Festival, which is May 14th -16th. There may still be room for additional members to go. Contact Green Mountain Tours at 802-527-0496.

Tony Speranza suggested that perhaps we should consider having a Chapter pancake breakfast and meeting in May and also try to schedule activities once a month.

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

The Treasurer's Report was presented by Treasurer, **Steve Couzelis**, which covered the period from January 21, 2007 through February 18, 2007. There is a current balance of \$7,311.12 in the general account and a balance of \$1,145.92 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$44,574.76. The Treasurer's Report was accepted as presented.

Marge Butterfield suggested that we set up two to three months in advance for "Shop Night". That way it could be put in the Calendar of Events section of the newsletter. **Tony Speranza** was going to see about contacting Bob Houghton to tour his hangar for the March Shop Night. **Jack Centonze** agreed to have the Shop Night at his place on Thursday, April 12th at 7:00 p.m.

Tom Edwards suggested the possibility of having an "Open Hangar Day" so the public can see the hangars and be exposed to aviation.

Tony Speranza advised that he heard from EAA headquarters about the possibility of future impact fees when flying. Also there may be changes in air tour rules that could restrict the Young Eagles program. There will be more on this as it progresses.

Dick Bayer has added a section called "Mission" to our Chapter website and has also added photos and updated the Scholarship Section. Thanks Dick!

There was some discussion about the Chapter 613 Education Center and whether or not to set up a separate banking account for donations received. It was voted unanimously to put aside (or transfer) \$1,000.00 from the general account as the Chapter's donation for the Education Center. **Tony Speranza** announced that he was going to make a donation to the Education Center. If any members would like to make a donation, they can send a check directly to our Treasurer, **Steve Couzelis**. Some suggestions for larger cash donations would be "Build a Brick Donations" whereby the donor's name would be on a brick or tile to be placed in the building itself. Also the Education Center could be named after a donor who contributed a substantial donation. **Donald Taylor** mentioned he would like to bring the CAP back to the Franklin County Airport using the Chapter 613 Education Center. ACE Camp would also be able to use the facility.

Tony Speranza suggested that we set up a separate endowment for the Education Center, so that it would be self sustaining. Tony has discussed this matter with **Frank Gibney**, who has experience in endowments as he manages the Foundation for the Blind. Frank suggested that a goal would be to endow 100% of the value to the building. We would of course want the Education Center to be an asset, not a liability due to a lack of funds.

Marge Butterfield read the card she received from **Mary Roberti** to the members of Chapter 613. Mary is no longer able to donate to the *Edmando Roberti Scholarship Fund* and hoped that any remaining sum in the Fund be used to assist with whatever the members determined is in their best interest. There was unanimous consent to continue the *Edmando Roberti Scholarship Fund*. Our Chapter will donate funds toward the scholarship. **George Coy** had a suggestion that we use the scholarship to fund first flights and a couple introductory flying lessons to persons under the age of 35 with the condition that the recipient join the EAA and become a Chapter member. George said that he would donate to the *Edmando Roberti Scholarship Fund* if used for this purpose. In the past we haven't had as many young (teenage) recipients interested in the scholarship and it seems that if we increase the age limit we would get people who had the keen interest in learning to fly, but had to put it on hold because of raising a family. At a later age, a person could afford to continue the flying lessons.

Donald Taylor announced that there were no Young Eagle rides since last month.

Clifford Coy won the 50-50 raffle. His winnings of \$22.00 were in his hand for only a few seconds as Cliff immediately donated in toward the Chapter 613 Education Center. Thanks Cliff!!

Flight Advisor Corner: Hobie Tomlinson**Flying in the Hills II**

Last month we started a series on Mountain flying and covered Mountain Weather and Turbulence. This month we will continue the series by looking at the following:

- Crossing Ridges
- Flying Valleys
- Flying Confined Spaces
- Visual Illusions

Crossing Ridges is an important concept, as the visual picture in mountain flying can be deceptive. The rule for IFR flying in the mountains is to maintain a minimum of 2000 feet above the highest obstructions. This altitude is depicted on IFR enroute charts as the MORA (Minimum Off Route Altitude). This is also the minimum altitude to use for VFR direct routings in mountainous areas.

Mountain flying, as we are discussing it in this article, comes into play when we do not have the luxury of this altitude cushion. This can be because density altitude limits our aircraft's altitude capability, because of a departure from or approach into a mountain airport, or just because we are sightseeing in the mountains.

The first item in crossing ridges is to ascertain the wind direction. Air forced up over mountains cools as it ascends. When sufficient moisture is present, bands of clouds will form perpendicular to the prevailing wind, with the first clouds on the upwind side. With GPS receivers, a quick check of your ground speed will tell if you are working with a headwind or a tailwind. The tailwind is the most advantageous (upwind side), as the wind will provide an area of lift, because it is forced up over the ridge. If the wind speed is over twenty knots, you can expect turbulence in the downdraft on the leeward side. In very strong winds, low-altitude-ridge crossings are to be avoided, as the rotor lurks on the downwind side with its destructive turbulence!

Approaching a ridge from the downwind side (flying into a headwind) is the more difficult of the two propositions. The aircraft must now pass through an area of sink (and possibly turbulence) before crossing the ridge. This is the primary reason low-altitude-ridge crossings are always made at a 45 degree angle to the ridge. If aircraft encounters an area of sink, only a 90 degree turn is required to fly toward lower terrain, not the 180 degree turn that would be required if approaching perpendicular to the ridge line. The 45 degree approach to the ridge should be initiated approximately 1/2 mile from the ridge line.

During mountain flying, always know the maximum rate of climb your aircraft is capable of at the current density altitude. For most light single engine aircraft, this will only be about 200 to 500 feet per minute. If a downdraft is encountered which gives a rate of descent in excess of that value (at cruise power and best rate of climb airspeed), immediately execute a turn towards lower terrain while increasing to maximum power. In the turn, let airspeed increase rather than maintaining best rate of climb speed. Even though this initially results in a greater rate of descent, the ground speed increase allows the aircraft to escape the downdraft quicker, giving less total-altitude loss. The other point to remember is that you may be starting the turn from a low energy state, especially if you have been flying with the nose too high as a result of the "false horizon" given by a ridge line. A level 60 degree banked turn causes a 40 percent increase in stalling speed, not to mention possible turbulence in the turn!

Determining ridge clearance is the last piece of the puzzle in ridge crossing. When crossing a ridge with less than a 2000 foot clearance, the way to determine if you have adequate altitude to cross the ridge is to observe the amount of terrain you can see beyond the ridge line. If the amount of terrain you can see beyond the ridge line is increasing as you approach the ridge, you can continue toward the ridge. If the amount of terrain you can see beyond the ridge line is decreasing as you approach the ridge, turn away from the ridge and gain additional altitude before trying again.

The final determination that it is safe to cross the ridge is not made until the aircraft is in a position where it could reach the ridge line in a power-off descent, if the engine suddenly failed. On broad ridge lines, use the far side of the ridge line to determine this point. Once this position is reached, the aircraft can safely cross the ridge. Even if a downdraft is now encountered, the nose can be safely lowered to maintain airspeed and still clear the ridge. Once the commitment to cross the ridge is made, it is safe to turn on course, although any turns toward rising terrain should be avoided.

Flying Valleys (canyons in the West) is the next consideration. These may be wide with relatively flat bottoms, or narrow with V type bottoms. Valleys can level out, relatively speaking, or have either up-sloping or down-sloping terrain.

The cardinal rule of valley flying is to stay away from the center of the valley. This is for two reasons. The first is that it affords maximum turning radius for the aircraft, should a course reversal become necessary. The second is that turbulence is found in the center of the valley. This is because of the “eddy current” effect caused by the intermixing of down-slope winds on the leeward side of the valley with the up-slope winds on the windward side.

Wide valleys should be flown on the updraft side, to take advantage of the lift provided and avoid the turbulent center. A wide valley is defined as one in which an aircraft turn-around maneuver will use less than ½ the valley width. In well traveled valleys, like the Winooski River valley between Burlington and Montpelier, fly the right side of the valley regardless of the wind. This is for traffic purposes, and like the car, we stay on the right side of the road!

Two terrain hazards present when flying in valleys are snags (tall dead trees, especially prevalent in new growth and subsequent to fires in the West) and power lines. Both are difficult to see. Power lines are best avoided by maintaining a careful watch for towers on the valley sides. Snags are avoided by maintaining a safe distance from the valley sides. The rule in mountain flying is to operate no closer than 500 feet, both horizontally and vertically, from the terrain.

Flying Confined Spaces occurs when we operate in narrow valleys. Narrow valleys are defined as valleys in which the aircraft turn-around maneuver will use more than ½ the valley width. Before attempted this solo, you need a good understanding of the room required to make a 180 degree turn in your aircraft. The lack of this knowledge directly led to the crash into a high-rise building in the artificial “East River” canyon of New York City!

When flying in narrow canyons, we swap sides and fly on the downdraft side. This is in case the valley starts to “out climb” our aircraft and we are forced to turn around. We will be turning into lift, rather than sink. The caution here is that we will experience a tailwind during the turn which will cause both a loss of performance during the turn and increase the turning radius. (Because an aircraft’s inertia is related to groundspeed, not airspeed, a downwind turn produces a gradual energy-loss-wind shear during the turn. The effect is small enough to only be an issue in very low energy turns.) The second danger in “up-slope” canyons is that we let our airspeed (energy level) become too low due to the “false horizon” presented by the up-sloping terrain.

The turning radius, across the ground, in a 45 degree banked turn at 90 knots true airspeed is 719 feet in **still air**. In a 30 degree banked turn it is 1,246 feet. (To visualize the second distance, it is approximately 1/3 the length of a typical, small aircraft runway such as 1/19 at KBTV.)

Remember that the “still air” turning radius is dependent on true airspeed (indicated airspeed plus 2 per cent for each 1000 foot of altitude). I emphasize “still air” because; the actual turning radius across the ground experienced in a constant bank turn is dependent on ground speed, not airspeed! This will only be the same as true airspeed in “still air”. While mountain flying we are concerned with the turn radius across the ground!

The best technique for a turn-around maneuver is a 45 degree steep turn with maximum power and a takeoff flap setting. The use of takeoff flaps will lower the stall speed, allowing a slower, tighter radius turn. The use of more than takeoff flaps will not lower the stall speed that much more and probably prevent the aircraft from being able to make a level turn. The option of using a bank steeper than 45 degrees depends upon having the performance available to maintain airspeed in the turn. Stalling the aircraft in the turn will dramatically widen the turn radius, and was the final mistake in the New York City accident! Flying an uncoordinated turn will not decrease the turn radius, but dramatically increase the chance of a violent stall!

If you have become caught up in the moment and suddenly awaken to the fact that you are rapidly running out of options, the “box canyon turn maneuver” is the last chance to prevent disaster. This should be perfected at a safe altitude in the wide open spaces before it is needed for real! It is basically the second half of a lazy eight maneuver, started from level flight. It will produce the absolute minimum turn radius. This maneuver will probably start from a low-energy state, because of the “false horizon” principle.

To initiate this maneuver, apply full power and pitch the aircraft up as much as the energy state will allow (approximately 5 to 20 degrees nose up). As the maximum pitch up is reached, roll the aircraft into a 60+ degree bank while applying full flaps. When the bank increases beyond 30 degrees of bank, release all back pressure and allow the nose to “slice” through the horizon, just as in the 2nd half of a lazy eight maneuver. After the aircraft has “sliced” through the first 90 degrees of the turn, change to flying a coordinated descending turn and start reducing the bank. When the bank is reduced below 45 degrees, start applying elevator back pressure to arrest any additional loss of altitude. As the wings become level, reduce the flaps to ½ (go-around flap setting), then gradually retract the flaps to “up” as performance allows. The descent in the turn allows the aircraft to turn at very low speed (tight turn radius) without stalling. **Warning:** if back pressure is held during this turn the aircraft will stall!

Preventing the need for the above is as simple as insuring that sight-seeing in narrow valleys is always flow in a down-slope direction! Narrow canyons should only be flown up-slope when mountain airport departures give us little choice. Even then, mountain airport departures should always include a circling or shuttle climb to a safe altitude before proceeding on course whenever the terrain will allow. Marcy Airport (111 ~ in the Keene Valley of the Adirondacks, New York State) is probably the best example of this by its location close to the Champlain Valley.

Visual illusion is the last topic for this month. The most prominent illusion in the mountains is the “false horizon”. This occurs when we use the tops of the mountains for the natural horizon. The effect is to cause us to gradually keep increasing the pitch attitude until we get too low an energy state. The cure is to use the bases of mountains 6 to 8 miles away at the intersection of the valley floor as the real horizon for pitch reference. Also, verify the correct pitch attitude on your instruments (even though in VMC) to insure the alleviation of this problem.

Next month will complete this series with Approach and Landing (including visual illusions affecting mountain airport approaches), Takeoff and Climb, Emergencies and some Final Thoughts.

The thought for this month: **“You can only tie the record for flying low!”** (Sparky Imeson/ Mountain Flying Guide). So until next month, remember to **Think Right to FliRite!**

Bozeman, MT at Sunset



My Boss’ “Light” Aircraft



Safety Tip by Don Taylor**Flying Airplanes with Skis**

Takeoff in an airplane with skis is fun - but different.

Takeoff distance on snow is often longer than the distance required on wheels. However, the performance enhancement caused by the winter temperatures often gives a very pleasing experience. Any performance charts you have often become useless due to the variability of the snow conditions. In fact, takeoff in deep powder may be impossible.

No new specific instructor signoff is required to add ski flying to your repertoire, although only fools try new things in airplanes without competent instructors or experienced pilots at their side. We are also gifted in Vermont with large lakes and ponds to have fun on. But remember, you can land short in deep powder, but it is another thing to take off on a small pond or strip.

Flying on skis is like floats, but much cheaper.

Did you Know? By Don Taylor**Chapter 613 Newsletters**

There are some people who do not read our newsletter. I look forward for our newsletter every month, and read it 2-3 times to make sure I did not miss anything.

I am finding out that our newsletter is being read at EAA Headquarters in Oshkosh, Wisconsin. My first indication was when I got a letter April 4, 2003, thanking me for a Young Eagles flight for Jarrett Perry. The letter was in our April 2003 newsletter. The letter was from Bob Mackey, Vice President Chapter Relations, Experimental Aircraft Association, Inc.

And I just got a letter from EAA, February 5, 2007. It was about the article on the space shuttle in our February newsletter. It is from Paul H. Poberezny, Founder and Chairman of the Board, Experimental Aircraft Association.



Experimental Aircraft Association

Paul H. Poberezny

Founder

Chairman of the Board

February 5, 2007

Tony Speranza
President, EAA Chapter 613
2 Poplar Court
Essex Junction VT 05452

Dear Tony,

In reading Chapter 613's January newsletter, I noted Don Taylor's article "Did You Know?" It made me feel great in looking at the photo of the shuttle being hauled probably back to Florida...but one probably didn't know that all the flight testing from the very beginning was done by EAA member Fitz Fulton. Fitz now lives in California and he, too, was also inducted into the National Aviation Hall of Fame at Dayton. On one of his layovers after flying a shuttle back to Cape Canaveral, he saw a beautiful Smith Miniplane. After returning home, he told his wife "I'm going to buy the airplane and fly it back to California" - which he did. I see Fitz each year at our reunion at the National Hall of Fame in Dayton.

Keep up the good work and give my very best to all the officers and members of the Chapter.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
Paul H. Poberezny
Founder and Chairman of the Board

Young Eagles: Donald Taylor

No Young Eagle flights reported so far this year.

Our goal for 2007 is 300.

The following is a list of airports we could fly Young Eagles this summer. I will find out and get the dates later.



1. International Young Eagles Day - 2007
Franklin County Airport (FSO)
Saturday, June 9th 9:00 am - 4:00 pm
2. Dean Memorial Airport (5B9)
Haverhill, New Hampshire
3. Hartness State Airport (VSF)
Springfield, Vermont
4. Shelburne Airport (VT8)
Shelburne, Vermont
5. Adirondack Regional Airport (SLK)
Saranac Lake, New York
6. Edward F Knapp State Airport (MPV)
Barre/Montpelier, Vermont
7. Fair Haven Municipal Airport (1B3)
Fair Haven, Vermont
8. Plattsburgh International Airport (PBG)
Plattsburgh, New York
The old Air Force base - 11,758' runway

The following Young Eagle awards were presented at the Cabin Fever Frolic:

Certificate of Appreciation plaques:

Michael Pecue
Becky Covey

Flightline Volunteer Pins:

Robert Sterling
Joe Gardner
Marge Butterfield

Finally, we have 8 chapter members going to the tulip festival and air museum in Ottawa.
(Note: See www.greenmntoursvt.com for more information on the tour)

Safety Seminar – Franklin County Airport

By John and Marge Butterfield

The Safety Seminar at the Franklin County Airport on Sunday, February 18th was very informative. Jim Leavitt, FAASTeam Program Manager from the Albany FSDO organized the seminar. The guest speakers were our very own **George Coy** and **Clifford Coy** from Border Air, Ltd. The Safety Program was on winter flying. George's presentation was from the pilot's perspective, and Clifford's presentation was from the perspective of the airplane. George and Cliff provided the group with a lot of valuable tips on the pitfalls of cold weather flying.



George Coy, Jim Leavitt and Clifford Coy doing their Safety Seminar on Winter Flying

February Shop Night

By Marge Butterfield

Tony Speranza was the host for Shop Night on Thursday, February 8th. The members who were able to come to see Tony's progress on his RV-6 were Bruce Uvanni, Bill Morelli, Steve Couzelis and John and Marge Butterfield. The Butterfields were the last to arrive and upon arrival they found the lights out in Tony's garage and everyone checking out the Garmin 430 that Tony had installed. It looks great as did Tony's panel. Tony works on his plane every day and hopes to have it flying by summer.



First "Shop Night" at Tony Speranza's

Member Projects: Bruce Richardson

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



MEMBER PROJECTS

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

UPCOMING EVENTS

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

Details for the March Shop Night were unavailable as of the time this newsletter went to press. Expect an email announcement to follow if/when a location is identified. Volunteers to host Shop Night are always welcome; please let Tony Speranza know at (802) 878-7377 or asperan@yahoo.com if you want to host a Shop Night. Shop Nights are held on the second Thursday of each month.

Calendar of Events

March 8, 2007	Shop Night ?, Location TBD. There will be a follow-up email w/ information as it becomes available
March 18, 2007	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
April 12, 2007	Shop Night at Jack Centonze's, 7:00 p.m.
April 17-23, 2007	Sun 'n Fun '07, Lakeland, FL
April 28-29, 2007	Poly-Fiber Aircraft Covering Workshop @ Heros Aviation, South Hero
April 29, 207	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
May 14-16, 2007	Ottawa Canadian Tulip Festival tour, Green Mountain Tours, 802-527-0496 or 1-800-877-4311
June 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)

NEW ENGLAND

Poly-Fiber FABRIC COVERING WEEKEND WORKSHOP

Dates: APRIL 28-29, 2007

Hosted By: Heros Aviation, South Hero, Vermont

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

For Sale

Complete portable GPS / EFIS system, consisting of:

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

Wingwalker hand-crank powered aircraft towbar. \$100.00

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

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FIRST CLASS MAIL



March 2007