



CHAPTER

613

February 2008

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

It's that time of year again - time to beat the winter blahs with the annual Cabin Fever Frolic! Last year we had a great time, so be sure to send your reservations and money to Marge ASAP (see the "Upcoming Events" section later in the newsletter for the reservation form).

EAA CHAPTER 613 PRESENTS.....

CABIN FEVER FROLIC 2008

WHEN: Saturday, March 8, 2008

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. Complimentary cheese and crackers.

7:00 PM - **Buffet Dinner:** Roast Turkey w/Stuffing, Maple Glazed Ham, Mashed Potatoes, Green Bean Medley, Caesar Salad, Warm Rolls with butter
Dessert: Cheesecake with Strawberries
Coffee or Tea

Price: \$28.00 per person (which includes tax and gratuity)

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

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!

I understand that thanks are in order for Chuck Robitaille, who donated a TV, and Bill and Carol Morelli, who donated a DVD player, both for the Aviation Center. Thanks!

Another reminder - it's time to pay chapter dues for 2008, if you haven't already. Dues are \$15 (singles) / \$20 (family). Please make checks payable to EAA Chapter 613 of Vermont, and send them to Eric Richardson, 5755 Greenbush Rd, Charlotte, VT 05445. You can contact Eric with any questions at 802-425-6281, or email him at eric_ib_richardson@yahoo.com.

*****New Members*****

We have new members to our Chapter! **Earl Taylor** of Swanton, is Donald Taylor's twin brother. Earl has been working day in and day out with Donald on the construction of the Aviation Center, which is greatly appreciated by all of us. Earl is retired from Union Carbide, (now it's Energizer), and is a veteran of the Navy. **Bud Seaman** of Hubbardton, is working on his Sports Pilot's license with **Doug Smith** at Northern Lights Airport. Bud is building a *Fisher FP404 Biplane*. The **Perry Family – Jarrett**, and his parents, **Dale and Suzie**, and his grandmother, **Kitty**, of St. Albans. **Jarrett** went to the Air Academy Camp last July and many of you met Jarrett, Dale and Suzie at the October Pot Luck when Jarrett gave a talk about his adventure at the camp. Jarrett wants to get his pilot's license and his dream is to join the Air Force. **Dan Marcotte** of Bakersfield, has his pilot's license and loves to fly aerobatics. He is one of the A & P's at *Border Air, Ltd.* at Franklin County Airport and he is an expert welder. In addition to flying, Dan also likes car racing and has built race cars. Our last new member is **Bill Eakin** of Colchester. Bill has his pilot's license, but has been inactive for two years. He's a lifelong aviation enthusiast and is hoping to be back in the air before too long.

Welcome to EAA Chapter 613!!

November Minutes

by Marge Butterfield

There was a great turnout for the January 20th pancake breakfast at Franklin County Airport. Thanks to **Donald Taylor** and **Earl Taylor**, the tables and chairs were brought in and everything was set up when members started arriving. **Donald Taylor**, **George Coy** and **Marge Butterfield** headed up the cooking committee and did a fine job. The meeting was called to order by President, **Tony Speranza** at 10:00 a.m. Following are the minutes of the meeting:

Thanks were extended to **Donald Taylor**, **George Coy** and **Marge Butterfield** for cooking for the pancake breakfast.

Don Nowakowski and **Bill Yendrzski** volunteered to cook for the February 17th pancake breakfast to be held at the Franklin County Airport. Don and Bill will be reporting for duty at 8:00 a.m. to get things cooking.

Vice President, **Bruce Uvanni**, presented Chapter Award Certificates to the following members in recognition of their service to our Chapter: to our Flight Advisor - **Hobie Tomlinson**, Young Eagle Coordinator – **Donald Taylor**, Technical Advisors – **George Coy** and **John Butterfield**, retired Treasurer for the past 5 years – **Steve Couzelis**, Newsletter Editor – **Bruce Richardson** and Secretary – **Marge Butterfield**. **John Butterfield** realized that Bruce hadn't mentioned an award for the Vice President or President and thanked both **Bruce Uvanni** and **Tony Speranza** for all the work they have done for our Chapter during the past year.

Tony Speranza thanked **Donald Taylor** and **Earl Taylor** for their vision, hard work on the construction of our new Aviation Center.

The Treasurer's Report was presented by our newly elected Treasurer, **Eric Richardson**, which covered the period from November 1, 2007 through January 17, 2008. There is a current balance of \$5,225.82 in the general account, \$738.28 in the Aviation Center checking account, \$3,143.62 in the Aviation Center savings account (for the endowment) and a balance of \$1,156.38 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship is \$44,912.21. The Treasurer's Report was accepted as presented.

The Secretary's Minutes – there were no Secretary's Minutes as the December pancake breakfast was cancelled due to weather.

Young Eagles Coordinator, **Donald Taylor**, asked the members what we should have as our Young Eagles goal for this year. It was voted to have our Young Eagles goal the same as last year and that's 300 rides for 2008.

Chuck Robitaille donated a color TV and stand to the Aviation Center and **Bill and Carol Morelli** donated a DVD player. Many thanks!

There was no scholarship update as our Scholarship Chairman, **Frank Gibney**, was unable to attend the meeting.

One of last year's Air Academy Camp attendees, Jarrett Perry, attended the pancake breakfast and meeting with his family. Jarrett also helped the Chapter out by attending the Selectboard meeting on January 17th with **Tony Speranza** and **Marge Butterfield**. At the meeting we presented our request to the Town of Highgate for a property tax exemption. The application will now be forwarded to the State of Vermont and then returned to Highgate for the listers to vote on. We should hopefully know something within a month or two. If they don't abate the entire taxes, they may be able to abate a portion of them.

Tony Speranza presented the idea of giving three hour instruction lessons to kids and/or adults interested in getting their pilot's license. **George Coy** stated that we should try and target adults in their 30's and 40's in order to kindle an ongoing interest in aviation and hopefully get more people who would probably join our Chapter. Members would donate their plane for the instruction (**Bob Desmarais** and **Tom Edwards** have volunteered the use of their planes so far) and our two CFI's, **George Coy** and **Tony Speranza**, have volunteered to donate their time for instruction. The Chapter would donate the fuel and the logbook. The members present at the meeting voted that this would be a good idea. Tony will contact our web master, **Dick Bayer** about putting an application on our website.

There was some discussion about the growth of the Mary J. McGrath Scholarship and that there is not a lot of draw on it. This scholarship was set up by **Don and Frederica Jones** in memory of Mary. They would have to be contacted in order to change the use for the disbursement of funds to include another scholarship in addition to CFI lessons.

Marge Butterfield announced that **Mike Pecue** who runs *Bond Auto Parts* donated twenty gift cards each having a value of \$25.00 to the Aviation Center. Anyone interested in purchasing one, please see Marge or call her at 878-6337.

Tony Speranza announced that *Global Garage Sale* now has a second office on Williston Road near the intersection with Industrial Avenue. If anyone has any items worth \$100.00 or more, please consider donating it to the Aviation Center through *Global Garage Sale*.

Tony Speranza put an application in to IBM and IBM donated a “thinkpad laptop computer”. It is a great computer.

If anyone has not received an acknowledgment letter from our Chapter who has donated either a cash or material donation, please contact **Eric Richardson at 425-6281.

Bruce Uvanni announced that he will be the Activities Coordinator and is looking for someone to be a Co-Coordinator. Please contact Bruce at 985-4008 if you can help out in this regard.

Donald Taylor arranged a trip to the Ottawa Tulip Festival with Green Mountain Tours last May as a Chapter activity. Besides the tulip festival, they went to the Air Museum, Parliament Hill, casino and much more. The members who went on the trip had a great time.

Bruce Uvanni and **Tony Speranza** suggested that perhaps the Chapter host a ground school as a fundraiser.

Marge Butterfield announced that *Cabin Fever Frolic* will be held on March 8th. After presenting some menus and prices from various places, it was decided to have the event at the Holiday Inn this year and go with the buffet. HOWEVER, since then, when it got down to the final numbers, the Holiday Inn wouldn't come down on their \$150.00 room fee and so the price was going to be \$30.00 per person. In addition, if we didn't meet our minimum quote of 30 people, the charge would be \$35.00 per person. THEREFORE – the venue has been changed to the Best Western/ Windjammer (same place as last year). **See the separate announcement for your reservation for the *Cabin Fever Frolic Banquet*.**

We are happy to announce that **Walt Houghton** has agreed to be our guest speaker at Cabin Fever Frolic. He will have a slide show presentation on *Military Aviation in Vermont*. Walt will have slide photos of military airplanes that came to VT during the Great Flood of 1927, AAF maneuvers of 1936 at BTM, expansion of BTM to accommodate the F-86Ds of the 37th Fighter Squadron, embryonic beginnings of VTANG, VT's role in the Cold War, Plattsburgh AFB and the Atlas missiles, Cuban Missile Crisis and more. Looking forward to that!!

Tyler Hart won the 50/50 raffle. His winnings of \$29.50 weren't in his hands too long as he decided to donate the proceeds to the Aviation Center. Thanks Tyler!

President's Column: Tony Speranza

AVIATION CENTER:

Marge & I prepared a package for the Highgate select board. We requested exemption from local property taxes. We brought Jarrett Perry with us & he spoke with board about trip to Oshkosh, what he learned etc. He was well received. Last Sunday I gave Jarrett his first flight instruction - one hour in the RV-6. He is very skilled and did well (flies simulators & RC models - really helps).

INITIAL FLIGHT TRAINING PROPOSAL

At the Chapter meeting on the 20th, I discussed a proposal - offering 3 hours of instruction thru the club (volunteers aircraft & CFI time, club pays for fuel & logbook). This would allow us to spread our very tight dollars further....costing us ~ \$40 Vs \$120+/hour. The proposal was well received. George reminded us of the need to pull in middle age folks - those that can afford to continue on, learn, buy an airplane etc. I've talked to several individuals willing to volunteer their aircraft. A package with proposed forms has been sent out for review & feedback.

Progress Report - Hangar & Aviation Center

By Don Taylor

The ceilings are insulated. There is more blocking to do, then it is time for wiring. After that, we will insulate the side walls. When that is all done, it will be ready for sheetrock.

There is plenty to do. Earl and I work on it every day, so it is coming. For you people who that have not seen it, it is impressive.

Please note we are looking for items or donations of money.

Flight Advisor Corner: Hobie Tomlinson

Flying with GPS ~ V

This month we will continue with a discussion of **Area Navigation (RNAV)** and **Required Navigation Performance (RNP)**. **RNAV** is a system of navigation which permits an aircraft to operate on any desired flight path within the limits of the installed on-board equipment capability.

RNAV routes and terminal procedures include **DPs** (departure procedures) and **STARs** (standard terminal arrivals). Some of these are designed for RNAV systems and offer the following advantages:

- Time and fuel savings.
- Reduced vectoring, altitude/speed assignments, & ATC communications.
- More efficient airspace utilization.

Additional guidance on the use of RNAV DPs, STARs and other routes may be found in Advisory Circular **AC 90-100**, “U.S. Terminal and Enroute Area Navigation (RNAV) Operation.”

RNAV Operations demand strict pilot awareness and maintenance of the procedure centerline. This requires pilots to have a working knowledge of their on-board navigation systems as well as an understanding of the following items:

- Waypoints
- RNAV Leg Types
- Navigation Issues
- Flight Management System (FMS)

Waypoints are predetermined, geographical positions which are defined in terms of latitude/longitude coordinates. Waypoints may be “stand alone” or associated with existing nav aids, intersections, or fixes. They are used to indicate a change in direction, altitude, or speed along the desired flight path. Waypoints are designated as either **fly-over** or **fly-by**.

- **Fly-by waypoints** are depicted by a **4-pointed star** and are used when the aircraft is to begin the turn to the next course prior to reaching the waypoint separating the two route segments. This is called turn anticipation and prevents overshooting the next course centerline.
- **Fly-over waypoints** are depicted by a **4-pointed star within a circle**. These are used when terrain, obstructions or other considerations do not allow turn anticipation. In this instance the aircraft must over-fly the waypoint before initiating the turn and will overshoot the next course centerline. The turn is then followed through to an intercept heading which will allow the aircraft to return to the next course centerline.

RNAV Leg Type describes the path proceeding, following or between waypoints on an RNAV procedure. These are embedded in the navigation data base and not given on the procedure chart. The narrative depiction of an RNAV chart tells how the procedure is to be flown. RNAV legs are constructed on a “**path and terminator concept**”, every leg has a termination point and a path into that point. Some of the types used are as follows:

- **Track to Fix (TF)** leg is used between two waypoints, where the aircraft intercepts and follows the flight track to the succeeding fix.
- **Direct to Fix (DF)** leg is the path described when an aircraft proceeds from its present position (**PP**) direct to the next fix.

- **Course to Fix (CF)** leg is when an aircraft is to intercept and proceed along a specified course to a fix (i.e. “Fly present heading to intercept 010 degree course to NIDUQ”).
- **Radius to Fix (RF)** leg is a constant radius circular path around a defined turn center which terminates at a fix. (Similar to a DME arc procedure). Procedures incorporating this type of leg are **Special Aircraft and Aircrew Authorization Required (SAAAR)** approaches and are annotated as such.
- **Heading leg** may be defined as a heading to an altitude (VA), heading to a DME distance (VD) or a heading to Manual Termination (VM) (i.e. Radar Vector).

RNAV Navigation Issues require pilots to be aware of their navigation system inputs, alerts and annunciations. These are as follows:

- **GPS** systems must be compliant with TSO-C129. Pilots must enter departure and arrival airports to verify RAIM availability and ensure proper CDI sensitivity.
- **DME/DME** updating is used by FMS and may not be suitable for all procedures. When it is not, the procedure is so annotated.
- **VOR/DME** updating is a default FMS status and is not suitable for these procedures.
- **Inertial Navigation (INS ~ Inertial Navigation System or IRU ~ Inertial Reference Unit)** is an older navigation system which is currently used as additional data input source for FMS. Due to “**position drift**” inherent with inertial systems, they can not maintain the accuracy required to use as a stand-alone navigation system for these procedures. The advantage of an inertial system is that it is totally “self contained” within the aircraft and requires no outside facilities/signals in order to provide accurate navigation information.

Flight Management System (FMS) is an on-board computer system which contains a navigation data base, accepts inputs from multiple sensors (GPS, IRU, DME, and VOR) and provides performance and guidance outputs to electronic displays and auto flight systems. FMSs normally rely on GPS and/or DME/DME for position updating. When incorporated with an IRU, the FMS prevents an accumulating drift error by continuously updating the inertial position of the IRU

Required Navigation Performance (RNP) is a statement of the level of navigation accuracy necessary for operation within a defined airspace. RNAV equipment certified for use in RNP airspace must have the ability to monitor its achieved navigation accuracy and display to the pilot whether the required navigation performance is (or is not) being met. This feature allows for decreased reliance on ATC intervention (i.e. radar monitoring) and/or route separation to achieve the required safety level. RNP capability is a major component in determining the separation criteria used to insure safety.

RNP Level is a value expressed as a distance in nautical miles from the intended centerline of a procedure, route, or path. RNP procedures account for potential errors at some multiple of the RNP level (i.e., twice the RNP level). ICAO has defined RNP levels for oceanic, enroute, terminal and approach phases of flight. The U.S. standard adds a 5th for SAAAR approaches. **RNP refers not only to the accuracy capability of the aircraft navigation system but also to the precision with which the aircraft must be flown!**

Standard RNP Levels will be depicted on affected charts and procedures and defined as follows:

- **RNP 10** ~ Oceanic/Remote areas where 50nm lateral separation is used.
- **RNP 4** ~ Oceanic/Remote areas where 30nm lateral separation is used.
- **RNP 2** ~ Domestic En-Route.
- **RNP 1** ~ Domestic Terminal and En-Route
- **RNP 0.3**~ RNP Approach Segments
- **RNP 0.1**~ RNP SAAAR Approach Segments

Aircraft with Navigation Equipment Eligible for RNP Operations will have an appropriate entry including any special conditions and limitations in its Aircraft Flight Manual (AFM) or AFM Supplement. These navigation systems may display navigation performance as Actual Navigation Performance (ANP), Estimated Position Error (EPE), or Estimated Position Uncertainty (EPU).

RNAV Equipment Use on Conventional Procedures and Routes within the National Airspace System (NAS) is allowed as follows:

- **Substitute navigation guidance** allows the use of RNAV when a VOR, NDB, DME, or compass locator is out of service, the aircraft is not equipped with the conventional equipment, or the conventional equipment on the aircraft is not operational.
- **Alternate navigation guidance** allows the use of RNAV when a VOR, NDB, DME, or compass locator is operational and the pilot can revert to its use. In this event, the pilot is not required to monitor signals from the facility when using RNAV.

RNAV Equipment, which operators are allowed to use as a substitute or alternate means of navigation guidance, is as follows:

- **RNAV Systems** with GPS or DME/DME/IRU inputs appropriately installed and compliant with AC 90-100 and stand-alone GPS systems compliant with AC 90-100 comprise this equipment group. A list of compliant systems, which includes GARMIN 400, 500 and 1000 navigators but not the King KL90 series, may be found at http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/.
- **RNAV Systems** with GPS or DME/DME/IRU inputs appropriately installed but lacking the ability to automatically fly course to fix (CF) legs comprise this equipment group. This set includes both some standalone GPS systems (KLN 90 series) and some FMS which are authorized for IFR enroute and terminal operations but not fully compliant with AC 90-100. These systems may not be used as a substitute or alternate means of navigation guidance on segments of an approach, departure or arrival procedure defined by a VOR course. This restriction does not apply to routes which can be selected by route name or constructed by “stringing” together two or more waypoints from the onboard navigation database. DME/DME/IRU systems without GPS updating may only be used when allowed by a NOTAM for the specific procedure, navaid or fix.

RNAV Operations are allowed as follows:

- **Determine aircraft position** over a VOR, NDB, DME fix, or compass locator
- **Determine aircraft position** over a named fix which is defined by a VOR course, NDB bearing, or a compass locator bearing crossing a VOR or localizer course.
- **Navigate to or from** a VOR, NDB, or compass locator. RNAV may not be used as a substitute for the navigation aid providing lateral guidance for the final approach segment unless using GPS or WAAS, and the procedure has “or GPS” in the title.
- **Hold** over a VOR, NDB, DME fix, or compass locator.
- **Notes:**
 - No approval is required for 14 CFR Part 91 operators
 - Allowances only apply within the U.S. National Airspace System (NAS)
 - Allowances apply even when facility is explicitly identified as required on the procedure. They do not apply to procedures identified as not authorized (NA) without exception by NOTAM.
 - ADF equipment need not be installed and operational, although operators without ADF may not be allowed access to some procedures (i.e. **ADF Required**)
 - VOR includes VOR, VOR/DME and VORTAC facilities
 - Heading-based legs may be flown using manual technique. If extracted from the aircraft database, they may be flown using RNAV system guidance

RNAV General Operational Requirements are as follows:

- Pilots must comply with guidelines contained in their AFM, AFM supplement, operating manual, or pilot’s guide.
- Pilots may not use RNAV as a substitute or alternate means of navigation when their AFM or AFM supplement has a limitation requiring the monitoring of underlying navigation aids.
- Pilots with an AFM limitation that requires the aircraft to have other equipment appropriate to the route being flown may only use their RNAV equipment as a substitute means of navigation in the contiguous U.S. In addition, they may not use their RNAV equipment as a substitute for inoperative or uninstalled equipment.
- Pilots must ensure the onboard navigation database is current, appropriate to the region of intended operation, and includes the navigation aids, waypoints and relevant coded terminal airspace procedures for the departure, arrival, and alternate airports.

- Pilots must extract procedures, waypoints, navaids, or fixes by name from the onboard navigation database and verify their comply with the charted procedure.
- Pilots may not manually enter published procedure or route waypoints via latitude/longitude, place /bearing or place/bearing/distance into the aircraft navigation system.

RNAV Requirements for Departure and Arrival Procedures are as follows:

- Pilots of aircraft with stand-alone GPS receivers must insure that CDI scaling is either +/- 1.0 NM or 0.3 NM.
- Pilots of RNAV systems using DME/DME/IRU inputs, **without GPS**, must perform a takeoff position update which is accurate within 1000 feet of their actual position.

RNAV Requirements for Instrument Approach Procedures are as follows:

- When using RNAV equipment with GPS input as a substitute means of navigation for an instrument approach at the destination airport, any required alternate airport must have an instrument approach procedure available which does not require the use of GPS.
- Pilots with standalone GPS receivers must verify that their CDI scaling is **either +/- 1.0 NM or +/- 0.3 NM**, as required by the segment of the procedure being flown.

RNAV Operational Requirements for Specific Inputs to the RNAV System are as follows:

- RNAV systems **using GPS input** may be used as an alternate means of navigation without restriction when RAIM is available.
- RNAV systems **using GPS input** may be used as a substitute means of navigation when RAIM availability is confirmed.
 - RAIM prediction does not need to be done for departure or arrival procedures with an associated "RADAR REQUIRED" note charted or for routes where the operator expects to be in radar coverage
- RNAV systems using WAAS input may be used as an alternate means of navigation without restriction.
- RNAV systems using WAAS input may be used as a substitute means of navigation provided WAAS availability is verified.
- RNAV systems using DME/DME/IRU input, **without GPS**, may be used as an alternate means of navigation whenever valid DME/DME position updating is available.

That wraps up our discussion of Area Navigation (RNAV) and Required Navigation Performance (RNP). Next month we will conclude this series by looking at **GPS approaches**.

The thought for this month is **"Do what you can, with what you have, where you are"** ~ *Theodore Roosevelt*. So until next month, be sure to **"Think Right to FliRite!"**

Safety Tip By Don Taylor

Landing On Ice

You may take off on an icy runway. But to land... that is a different story. You are just a passenger.

To land on the lake on glare ice is no problem, just head it into the wind and make sure you have plenty of room to stop. You may use the brakes very lightly, but do not lock them. When you land, the rudder is the choice to keep the plane into the wind. As some may think, your airplane will not go around and around. Just pick a spot with plenty of room.

Make sure of the ice conditions - if you see plenty of ice fishermen with their cars out there. it's a good sign it's okay.

P.S. If you are out there, do not buzz fishermen or fishing shanties. And last but not least - make sure the snow is not too deep!!

Did You Know? By Don Taylor

Lindbergh's Historic Flight

On May 20, 1927 Newspapers around the world reported that Charles Lindbergh had successfully made the first solo transatlantic flight. Lindbergh was quoted as saying he carried only gasoline, sandwiches, a bottle of water, and a crescent wrench and pliers.

As we all know, weight was a factor.

Young Eagles: Donald Taylor

We are off for a new year, 2008 - our goal has been set for 300 Young Eagle flights for this year.

**UPCOMING EVENTS****PANCAKE BREAKFAST**

Mark your calendars... the next chapter meeting will be a Pancake Breakfast at the Franklin County Airport (FSO) on Sunday, February 17 from 9:00 - 11:00am.

Hope to see you there!!

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 2008 Cabin Fever Frolic. Enclosed is my payment of \$28.00 per person. Check made payable to Marge. (must have your reservation by Wed., March 5th)

NAMES: _____

EAA 968 'Open Hangar'

From Peter Fisk, EAA Chapter 968 President:

On Saturday, Feb 2, Pete LaFramboise [also a Chapter 613 member] will be hosting an 'open hangar' to view his RV project. It will be from 10am - 12 noon in the big hangar [FBO hangar] at Middlebury State Airport.

More information can be found on the Chapter 968 web site at <http://www.greenmountainflyers.org/>

George Coy is tentatively scheduling an FAA-sponsored Safety meeting at KFSO at Noon on March 16 (after the pancake breakfast). The subject will be "Flight Planning and Weather Briefing on the Internet". See next month's newsletter for additional details.

Young Eagle Rally/Airport Awareness Day

Dean Memorial Airport in Haverhill, New Hampshire, is having their annual Airport Awareness Day and Young Eagle Rally on Saturday, May 31st, with a rain date of June 1st. As in past years, anyone interested in giving Young Eagle rides on that day should contact **Marge Butterfield** at 878-6337.

Calendar of Events

February 2, 2008	EAA 968 Open Hangar, Pete LaFramboise's RV, Middlebury State Airport, FBO Hangar 10am - noon
February 17, 2008	Chapter 613 Pancake Breakfast, Franklin County Airport (FSO), Highgate, VT 9:00-11:00am
March 8, 2008	Cabin Fever Frolic, Best Western Windjammer Inn & Conference Center, Williston Road 6pm
March 16, 2008	FAA Safety Meeting, "Flight Planning and Weather Briefing on the Internet", KFSO, noon



Aerospace Maintenance and Regeneration Center (AKA "The Boneyard")

Davis-Monthan Air Force Base, Arizona

A major industrial center occupying 2,600 acres, the Aerospace Maintenance and Regeneration Center manages an inventory of more than 4,200 aircraft, most of which are in long-term storage. In addition to the historic storage and disposition mission, the Center's workforce regenerates aircraft, returning them to flying status or preparing them for overland shipment. They also reclaim hundreds of millions of dollars worth of parts.

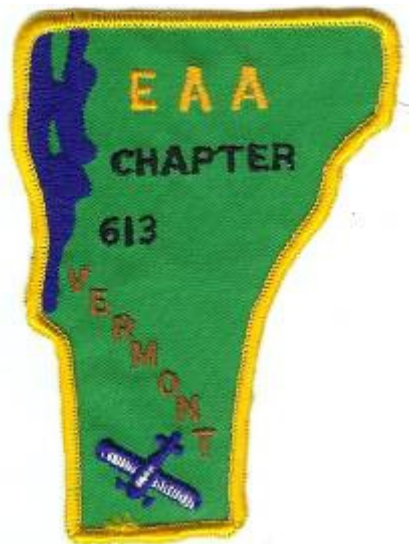
(<http://www.dm.af.mil/library/factsheets/factsheet.asp?id=4383>)

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February 2008