



## CHAPTER

# 613

## February 2009

(Chapter 613 web site)

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

### News and Views: Bruce Richardson

### Almost Spring?

With the groundhog predicting six more weeks of winter, and the weather forecasters saying we're on track to equal or exceed last year's snow totals, it can be hard to believe that Spring is just around the corner. Another sign that the change of seasons is approaching: it's time for the annual Cabin Fever Frolic! It's always a great time, so I highly recommend it and encourage everyone to attend; details can be found below, and in the "Upcoming Events" section later on.

### **\*/\*/\*/\*/\*/\* Cabin Fever Frolic – March 7, 2009 \*/\*/\*/\*/\*/\***

We have a new location for *Cabin Fever Frolic*. It's going to be at the Holiday Inn on Williston Road at the intersection with Dorset Street in South Burlington. The big difference (other than a new location) is that we will be having a plated dinner instead of a buffet. You'll see on the separate one page Cabin Fever announcement that there are three prices, depending on what you choose.

PLUS we have two guest speakers this year. **Hobie Tomlinson**, with the help of **Shirley Chevalier**, is putting together a presentation – “**Fifty Years at BTV**”. Hobie has a lot of great stories to share with us and it will definitely be an entertaining evening. **Brian Searles**, Director of Aviation at the BTV, will also share with us his thoughts on the future of BTV. Hope to see you there. Guests are welcome. Don't miss it!

And just a reminder, if you haven't submitted your dues for the new year, they're due - see below for details.



## DUES ARE DUE!



The new year means it's time to send in your chapter dues. The renewal form can be found on the Chapter's web site at [http://www.eaa-chapter613.org/Chap 613 Application.pdf](http://www.eaa-chapter613.org/Chap%20613%20Application.pdf), or you can get one at our monthly meeting. Dues are \$15 (single) / \$20 (family). Please make checks payable to EAA Chapter 613 of Vermont, and send them to Bryan Bourgeois, 23 Butler Rd, Underhill, VT 05489. You can contact Bryan with any questions at 802-899-1333, or email him at [bbourg@lightshiptech.com](mailto:bbourg@lightshiptech.com).

## January Minutes

By Tom Edwards

The first pancake breakfast of 2009 was held January 18<sup>th</sup> at Franklin County Airport. Although the weather wasn't the best, around 35 souls braved the weather.

**Don Taylor, George Coy and Don Nowakowski** provided the usual culinary treats and this time surprised us with Blueberry Pancakes! They even agreed to have a repeat performance in February! The meeting was called to order by the incoming president, Tom Edwards at 10:00.

Thanks were extended to the outgoing officers, especially **Marge Butterfield** for all her excellent work as secretary for the last 12 years. Her position is still open for anyone interested.



Too many cooks in the kitchen? **Don Nowakowski, Don Taylor, and George Coy... no comment about the resemblance to Larry, Moe, and Curly!**

There were EAA appreciation certificates and pins awarded to the past officers for their services of 2009.

**Tony Speranza, President**  
**Bruce Uvanni, Vice President**  
**Marge Butterfield, Secretary**  
**Eric Richardson, Treasurer**  
**Bruce Richardson, Newsletter Editor**  
**Hobie Tomlinson, Flight Advisor**  
**Don Taylor, Young Eagles Coordinator**  
**Don Nowakowski, Technical Counselor**  
**John Butterfield, Technical Counselor**  
**George Coy, Technical Counselor**

The minutes were approved and accepted as published in the newsletter.

### New Business:

Cabin Fever Frolic will be held on March 7 at a location to be announced at a later date. **Marge Butterfield** has agreed to continue setting up this event. This year, our own flight advisor, **Hobie Tomlinson** has agreed to be the guest speaker.

**Tom Edwards** and **George Coy** are meeting with the state officials to pursue running an ACE (Aviation Career Education) camp this year at FSO. More information will follow.

**Don Taylor** and **Marge Butterfield** brought up a proposal to buy another dozen chairs since we run out at a few events each year. Since the new board wasn't sure of the finances they have taken over, it was decided to delay the decision until next month.

The meeting was ended with a 50/50 drawing with **John Elgert** receiving \$34.50!

In keeping with the new President's "More Fun, Less Meeting", we cleaned up immediately and had Ken Levesque or KenDo Ballooning, Talk about Hot Air Ballooning.

### Chapter Happenings By Tom Edwards

In keeping with "More Fun, Less Meeting", we had Ken Levesque of KenDo Ballooning present an area of aviation a little different from what we are all used to. Ken entertained us with a discussion on ballooning and many stories which kept the questions flying between all in attendance. The highlight was the holding up of a Delta airliner while Ken crept across the runway, holding up every one in the pattern at BTV. There were a few others with the tower asking him to perform a few impossible feats! Ken seemed surprised that so many of us had flown in a balloon before but nevertheless offered something for everyone.



**Ken Levesque giving his presentation on ballooning.**



### February 15<sup>th</sup> Pancake Breakfast at KFSO



Breakfast at 9:00, Followed by a presentation by Cliff Coy: Owner Maintenance and demystifying Brake Systems. Cliff will discuss what aircraft owners can do on their own aircraft. He will also demonstrate safe jacking of an aircraft and rebuild the brakes and replace the disks on a Cessna 172. Remember the only thing more dangerous than 2 CFIs in an airplane is a private pilot with a screwdriver!

### President's Column: Tom Edwards

### Less Meeting, More Fun

As you can see from the upcoming pancake breakfasts, your board is trying to present you with "Less Meeting, More Fun" We have set these up for you to enjoy aviation from a different direction. We are working on a date for Dan Marcotte to talk about aerobatics and then put on a demonstration for us. This is what we think Chapter 613 should be about. We can also use your help is telling what you want to see at the meetings.

Some of your board met to discuss what we need to do next. We want to double our membership in the next 2 years. We presently have sixty. This will come with giving the membership what you want and we need your help. What do you want? Let any board member know!

Minutes from our board meeting:

### The Hangar

We are presently on hold due to the frigid cold weather. We have a punch list to finish up to get a signoff on our permit.

Fire Extinguishers: We were given a few which need to be inspected. This will happen just before the final signoff. They need to be inspected every year and delaying the inspections will save us a little money. We still need to make sure we have the right type and quantity from the fire marshal.

Fire escape: The pads are in and we will need better weather before construction.

Water: There is a problem with the holding capacity required by the state. The water supplied to us comes from Border Air's Hangar. They need a 320 gallon holding tank to supply everyone and presently there isn't enough room in the Border Air Hangar. This requires a remodel or the possibility of a holding tank in our hangar.

Electrical: We need to finish some wiring and we need an inspection of the electric by a master electrician.

Insurance: We are shopping for a replacement policy for the hangar. We presently have liability insurance only. Cost for the policy is around \$500.

GP-4: This partially built kit is for sale and Bryan Bourgeois will handle the it. We presently have an ad in Barnstormers and most inquiries have come from the west coast.

We presently have 2 aircraft in the hangar paying rent to offset our fixed expenses. We tried a third but there is too much of a chance for hangar rash.

### Young Eagles

Don Taylor agreed that we should have a goal of 200 flights this year do to the economy and volunteers. Several events from the past haven't happened so it is best to reduce the number. We discussed ways to increase the number of flights. One was to contact school districts and another to advertise out pancake breakfasts with YE flights to follow.

### Membership

To increase Chapter membership, we will look into gleaning databases for Vermont pilots and approach them about membership. We feel there are a lot of armchair pilots out there that are unaware of our activities and what we do! We will also put announcements in the Messenger and Burlington Free Press of our upcoming events. Besides the pancake breakfast and the programs we will advertise YE flights at noon, weather permitting.

We will be having a Young Eagle's Day on June 6<sup>th</sup> this year with a rain date the 7<sup>th</sup>. International YE Day is later but we have discovered that most schools are out and vacation trips have started so we chose an earlier time.

## Steering Committee

As you can see we have done a lot of work off-line and we want to continue this meeting method. Any member can attend the meeting. We met this time at Lincoln Inn and are flexible on the date and time. We will meet a week before the newsletter deadline so the minutes can be published in a timely manner. Let any officer know and we will put you on the contact list. Any major expense or decision will be voted on during the general membership meeting.

**Flight Advisor Corner: Hobie Tomlinson****Winter Inactivity**

This month will continue our series on “*The Care and Feeding of Aviation Piston Engines*” with a discussion of **Low Activity Periods**. For most of us in Northern New England, it seems like The Lord just “turns off the lights” and “turns down the heat” about the time deer hunting season rolls around. (That was an unofficial holiday in the Vermont I grew up in ~ it’s November). With short daylight periods, early darkness, cold temperatures, a lot of inhospitable weather, and the Holiday Season fast approaching, November usually marks the beginning of a period of very low activity for recreational flying. *So, what are the consequences of inactivity to your aircraft’s piston engine? Let’s take a look.*

**Low Activity Periods** are as hard on aviation piston engines as they are on humans. (The Winter Doldrums is a certifiable disease for most Northern New Englanders). Both the human body and aviation piston engines are designed for active use and bad things begin to happen to both when that usage does not occur. In the case of our aircraft’s engines, these bad things include the following items:

- **Seal Failure**
- **Oil “Dryness”**
- **Moisture Accumulation**
- **Rust and Corrosion Damage**

**Seal Failure** is one of the first issues to raise its ugly head. Aviation piston engines have an elaborate lubrication system to mitigate the effects of both the heat and wear produced during engine operation. To contain the engine lubricating oil within the engine (anyone with radial engine experience can take the word “*contain*” with a grain of salt) the designers included numerous gaskets and seals in the engine’s design.

- **Engine seals** are fabricated from many different materials that depend on their particular application. Many of these seals depend on “oil wetting” to keep them in proper condition. When these seals “dry out” due to prolonged engine inactivity, they will tend to allow minor (but irritating) oil leaks when the engine is returned to service.
- **Rubber “O” ring seals** are designed to be installed in a way that provides some initial deformation. It is this *squashing* or slight deformation of the “O” ring which provides the static oil seal. Long periods of engine inactivity will cause the “O” ring seals to lose their natural resiliency and accept some permanent deformation. Again, this can cause minor oil leaks to occur when the engine is later operated. Regular engine operation will retard this condition from occurring.

**Oil Dryness** is the second issue of important awareness. Oil dryness occurs because engine oil has two common characteristics of liquids: flowing and evaporation. An aircraft piston engine is designed to have the lubricating oil well distributed throughout the engine during normal operation. As a consequence of this lubricating oil distribution, ample oil protection of internal engine surfaces will exist for quite some time after the engine is shut down. However, once the engine is shut down, the distribution of lubricating oil throughout the engine ceases. The internal engine parts are now protected by an oil film which remains from the oil distribution which occurred prior to engine shutdown.

- **Gravity** will cause the film of engine oil on the cylinder walls to thin as the oil begins to drain down to the lower side of the cylinder walls. Initially, the time honored practice of pulling the propeller though for several revolutions each week helps to retard this process. This is because it re-distributes the small amount of engine oil

which tends to remain between the pistons and the cylinder walls. However, there is still no guarantee that all the exposed metal surfaces within the engine cylinders will be re-oiled. Over a longer time period this practice should cease, as even the redistributed oil will drain away. Moving the pistons up and down in dry cylinder walls can cause scuffing damage to the cylinder walls.

- Evaporation of the oil film on the cylinder walls now increases because the oil film is thinning due to drainage. This increased rate of the oil film evaporation is because there is now less oil to evaporate. Over time, oil evaporation will cause the cylinder walls to become totally dry. Once oil dryness has occurred, the steel cylinder walls become subject to rust damage from the moisture which is always present, both in the atmosphere and also inside of the engine.

**Moisture Accumulation** is the third item on our low-activity avoidance list. It is the enabler for rust and corrosion damage. When the engine pistons move up and down within the cylinder walls of an engine, they change the air volume in both the engine cylinders and in the crankcase. To prevent the engine crankcase from becoming pressurized, the engine case is designed with a “breather vent”. (Anyone who has had the misfortune of having an engine-breather tube freeze closed during flight in extremely cold weather - due to crankcase moisture - knows that blown engine seals and oil loss follows shortly thereafter!)

- When the engine is static, the engine-breather vent still functions. Air is expelled from the engine as it warms during the day and air is drawn back into the engine as it cools during the night. Each daily warming and cooling cycle of the engine causes additional moisture and oxygen to be drawn into the engine crankcase.
- Do not attempt to plug, or seal, this crankcase vent unless you are going to have the engine properly prepared for long term storage. This is termed “pickling” an engine and is a specific and extensive preservation process. The “pickling” process involves the use of special corrosion inhibiting compounds and moisture absorbent engine plugs to prepare an aviation piston engine for long time storage. When an aircraft is going to be down for an extensive “remanufacture” process, the engine should be “pickled” unless it is also going to be “remanufactured.” ***Plugging the crankcase vent on an “unpickled” engine only exacerbates the moisture problem***
- When starting or shutting down the engine, a greater source of moisture creation occurs inside the engine. Immediately upon starting, moisture will condense on the cold metal parts inside the engine due to the rapid temperature change taking place. (This same process can be observed when a cold liquid is poured into a glass.) When the engine is shut down, the same process happens in reverse. (This is now like placing a glass of hot liquid inside a refrigerator.)
- The more humid the atmosphere, the worse the moisture problem which exists. This is the reason aircraft are usually stored for long periods in the western desert regions of the U.S. Aircraft based for long periods in Southern Coastal regions of the U.S. can almost always be expected to have corrosion damage. In inland areas the problem is worse during the summer months when the atmosphere contains more moisture than during the winter months.

**Rust and Corrosion Damage** has one other principle cause (other than moisture accumulation) which is the acids and corrosive lead salts that accumulate in the engine oil. Acids and corrosive lead salts are produced in the combustion chamber during normal engine operation. Some of these contaminants enter the crankcase via “blow by” of the piston rings in the engine cylinders. “Blow by” is especially high during engine starting and initial ground operation due to low engine temperatures. This low engine temperature produces a subsequently greater clearance between the engine pistons and cylinder walls until the engine stabilizes at normal operating temperature. Once these contaminants enter the crankcase they become absorbed into the engine oil, which then proceeds to circulate the contaminants throughout the engine. During periods of long inactivity, the acids and lead salts go to work causing corrosion damage to the engine. Removing these contaminants from the engine is one of the major reasons to respect the manufacturer’s recommended interval for engine oil changes. ***Changing the engine oil is especially important just before a period of prolonged inactivity ~ i.e. a New England Winter.***

**The Simplest Solutions** to the above discussed problems are the following recommendations:

- **Regularly change the engine oil**
- **Periodically fly the airplane**
- **Do not “ground run” the engine**

**Regularly Changing the Engine Oil** is an important method of removing the dissolved acids and corrosive lead salts from the engine. Insure that the correct grade of quality-brand lubricating oil is used in the engine and regularly change it in accordance with the engine manufacturer's recommended engine oil change interval.

- Do not put any additives into the engine oil to help protect the engine during periods of inactivity. All name-brand engine oils already contain adequate additives for normal inactivity periods. ***Only approved corrosion preventative compounds ~ used when the engine is properly "pickled" in accordance with the manufacturer's recommended procedures ~ will perform satisfactorily during prolonged periods of inactivity.***

**Periodically Fly the Airplane** to vaporize the water out of the engine oil and dry it out. Because engine oil serves the dual purpose of lubrication and cooling, engine heat will vaporize the water dissolved in the engine oil during normal operation. As an example, oil is either thrown or sprayed onto the underside of the pistons during engine operation, transferring some of the heat of combustion from the pistons to the engine oil. This transferred combustion heat is then subsequently dissipated by the oil cooler. The temperature of the pistons during normal cruise power operation is well above the boiling point of water and any moisture in the oil is instantly vaporized upon contact with the underside of the pistons. This vaporized moisture is then expelled from the engine through the engine crankcase-breather tube. Thirty minutes at normal cruise power is usually sufficient to totally "dry out" the engine oil. Engine oil temperature is measured after the oil is cooled by the oil cooler (or by cooling air directed against the engine oil sump), and it is therefore not a valid indication that the oil is "drying out."

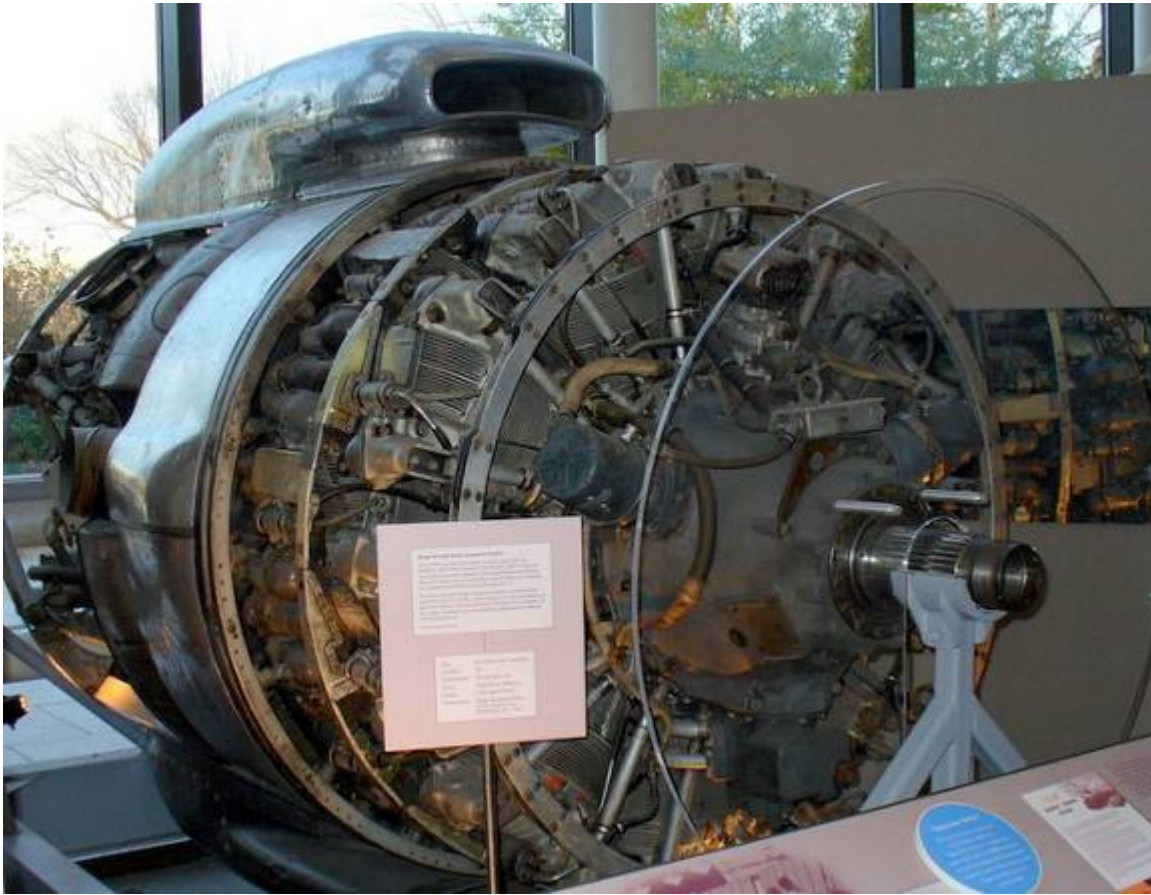
- Fly the airplane at least once a week using normal cruise power for thirty minutes. This rule is imperative for airplanes based in coastal regions, especially the Deep South during the summer months. For airplanes based in northern inland regions, once every two weeks is sufficient when the humidity remains below the 100% level. Desert regions could extend this even longer, but then the risk becomes cylinder "scuffing" damage caused by "dry starts." ***To insure that engine damage is mitigated to the maximum possible extent, fly the airplane at least once every seven days regardless of where it is based!*** Because climatic and atmospheric variables are always involved, this will remove all doubt and speculation about adequately protecting your engine.

**Do Not "Ground Run" the Engine.** The thought that ground running will help to protect an engine during long periods of inactivity is just old aviation lore. Ground running an inactive engine will actually do more damage than not even starting it at all! *There are three reasons to avoid prolonged ground runs of an aviation piston engine. The first reason* is that every time the engine goes through a start-up and shut-down cycle, more moisture (water) is created within the engine. *The second reason* is that ground operation of the engine never creates engine temperatures hot enough to vaporize the water currently dissolved in the engine oil. As a consequence, ***every time we ground run the engine we are simply increasing the engine's moisture content and the water contamination of the engine oil!*** *The third and final reason* is that extended ground operation of aircraft piston engines is always undesirable. Essentially the reason that ground running an aviation piston engine is undesirable is because the cylinders are designed to be pressure cooled by "flight velocity" air. The cylinder assemblies will thus rapidly overheat during prolonged ground running, even though the remainder of the engine fails to obtain even normal operating temperatures.

- A modern "full engine" electric engine preheating system ~ or a heated hangar~ (both of which we discussed in January's article on engine preheating) will eliminate the "condensation" problem when it is left heated all the time. However, it still does not resolve the problem of residual water contamination of the engine oil. It is this residual water contamination of the engine oil which puts the acids and corrosive lead salts to work attacking the engine during prolonged periods of inactivity. ***Because this is a slow (but continuous) process which happens over an extended period of time, the absolute best mitigation strategy is to simply fly the airplane at least once a week and dutifully adhere to the manufacturer's recommended oil change intervals!***
- The inhospitable weather may just be the perfect time to "drag out" your favorite flight instructor and do a little refresher training on night, crosswind, or even instrument flight operations! If your schedule is so absolutely packed that there is just no way to squeeze in any time to fly the airplane, consideration should be given to finding a trusted fellow pilot to keep it active. It will return big dividends in maintaining your engines health; just ***make sure you do not overlook the insurance ramifications!***

Well, that wraps us up for this month. The thought for this month is **A river is crooked because it always follows the path of least resistance** ~ *Anonymous*. So until next month, be sure to **Think Right to FliRite!**

## *Wright R-3350 Engine on DC-7 Mount*



### **Safety Tip By Don Taylor**

### **Why the Rules and Regs Aren't Always the Holy Grail**

An Avemco Insurance rep was giving educational forums around the country. You can count on almost always getting a question like the one I had at Sun 'n Fun a few years ago. An obviously agitated member of the audience asked, "How come you people require me to receive 25 hours dual flight instruction before I can get insurance in a twin when all the FAA makes me do is get a multiengine rating?" My somewhat flippant answer was, "Because the FAA isn't putting a million dollars on the line every time you go flying."

### **Did You Know? By Don Taylor**

### **Thomas Watson, Jr. of IBM**

Tom Watson, Jr. was President and Chairman of the Board of IBM. He passed away a few years back [1993].

When Mr. Watson first came to Vermont, he loved the snow and skiing. He was one of the first to start building at Madonna Mountain in Jefferson - now called Smugglers' Notch.

Mr. Watson flew B-17s during WWII and at one time was US Ambassador to Russia.

Mr. Watson was a pilot and wanted to get some acrobatic instruction, which he could not get from a Pitts 1. He had heard that Frank Christensen had a 2-place Eagle done and flying. Mr. Watson had bought two kits but had not started them yet. He wanted to see one finished and flying, so he called Frank Christensen, and Frank said to come

on out, I know someone who has one flying. So Mr. Watson and his pilot flew his Learjet from New York to the West Coast. When they arrived the next morning at 9:00am, there was a 2-place Christen Eagle waiting for them.

Both Mr. Watson and his pilot wanted to get checked out in the Eagle. Both of them got about four hours of dual concentrating on the landing characteristics of a "taildragger", an airplane equipped with a tailwheel. They did some loops, rolls, and spins, and after about thirty landings they both could fly the airplane quite well, and were both signed off as qualified in the Eagle.

Mr. Watson loved to fly and was also a helicopter pilot. He did not fly for money, but just to go from one place to the other, and the enjoyment of being airborne.

A "Real Pilot's Pilot".

## Young Eagles: Donald Taylor

We are starting a new year, "2009", and our Young Eagles rides goal is "200".

We have only one pilot reporting a Young Eagles ride for 2009:

George Coy - 1

Heard it through the grapevine there might be something going at the following:

Adirondack Regional Airport, NY

Newport, VT



### \*\*\*\* EAA Aviation Center Donation \*\*\*\*

**Bill Yendzieski** has donated a Cirrus Precision Flight Control Yoke to be used with the Chapter computer, together with a Thrustmaster Rudder Control System and Joystick to the Aviation Center. This will definitely come in handy. Thanks Bill!

## UPCOMING EVENTS



## PANCAKE BREAKFAST



Mark your calendars... the next chapter meeting will be a Pancake Breakfast at the Franklin County State Airport (FSO) on Sunday, February 15th from 9:00 - 11:00am. Following breakfast, Cliff Coy will give a presentation on "Owner Maintenance and Demystifying Brake Systems".

**Hope to see you there!!**

## EAA CHAPTER 613 PRESENTS.....

**CABIN FEVER FROLIC 2009**

WHEN: Saturday, March 7, 2009

WHERE **Holiday Inn** located on Williston Road, South Burlington. For anyone coming down I-89 from the North, take Exit 14E. You'll see the Holiday Inn on your left at the light as you get off the ramp.

WHAT: 6:00 PM - Cash Bar.

7:00 PM - Choice of three dinners, with different prices, as follows:

English Prime Rib Au Jus \$31.00

Chicken Cordon Bleu 26.00

Wild Mushroom Ravioli w/ white wine & cream sauce 24.00

\*All dinners include garden salad with assorted dressings, bread, starch, veggie, coffee/tea AND your choice at the time of the banquet of the following three desserts:

Kentucky Bourbon Pecan Pie, Chocolate Éclair, or Carrot Cake

8:30 PM - Annual Awards Ceremony followed by Presentations by

**Hobie Tomlinson – “Fifty Years at BTV” and by**

**Brian Searles, Director of Aviation at BTV – “The Future of BTV”**

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

*Beat the Winter Blahs – Come to Cabin Fever Frolic!*

**CABIN FEVER FROLIC RESERVATION**

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

YES!! I will be attending the 2009 Cabin Fever Frolic. Enclosed is my payment of \$\_\_\_\_\_

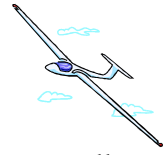
I/we would like the following dinner(s): \_\_\_\_\_

Check made payable to Marge. (**must have your reservation by Wed., March 4th**)

NAMES: \_\_\_\_\_



## March 15<sup>th</sup> Pancake Breakfast at KFSO



Breakfast at 9:00, Followed by a presentation by Dave Whitcomb: Soaring! Dave will give us a talk on the benefits of soaring and the procedure in getting a license. Soaring will get your feet doing the right thing and the right time and improve your piloting skills! Dave owns and operates Whitcomb Aviation at the Stowe Airport.

### Calendar of Events

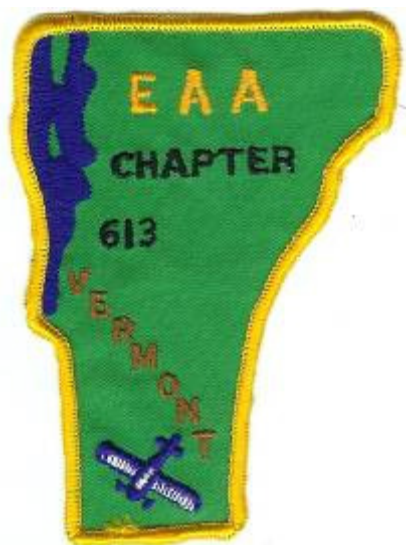
February 15	Pancake Breakfast – Franklin County Airport (FSO), Highgate, VT, 9 – 11 am
March 7	Cabin Fever Frolic, Holiday Inn, Williston Road, South Burlington, 6pm - ?
March 15	Pancake Breakfast – Franklin County Airport (FSO), Highgate, VT, 9 – 11 am

### OFFICERS/COMMITTEE MEMBERS

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**FIRST CLASS MAIL**



February 2009