CHAPTER
613
March 2010

(Chapter 613 web site)
www.eaa-chapter613.org

News and Views: Bruce Richardson — Almost Spring?

As seems usual for this time of year, with the longer days and warmer temperatures come more and more aviation-related activity to report. But rather than blather on and on myself, I've given up my space (mostly) for some inputs from Peter Fisk, President of EAA Chapter 986, on some issues that I think are VERY important for everyone to be aware of. In addition, Peter has offered an open invitation to all other EAA chapters to participate in events they have scheduled... so, don't be surprised to see more of them in our monthly calendar.

BUT... I will say that I hope everyone has their reservation in to Marge Butterfield for the annual *Cabin Fever Frolic*... I'm looking forward to this year's event, and if you call her **today** (4 March), it might not be too late!

And I also saw in the news that the Ski Fly-In on Lake Memphremagog in February had a bit of "excitement"... see http://www.timesargus.com/article/RH/20100221/NEWS03/2210369/1004/SPORTS for details.

February Minutes — By Bob Desmarais

The February pancake breakfast was held at the Franklin County Airport on the 21st, at 9:00am. Setup on Saturday was done by Vice President, Bob Desmarais, and Kevin Daughinee. The breakfast cooks were John and Marge Butterfield. There were around 70 people attending and the farthest travelers were from Arizona and South Africa! Vice president, Bob Desmarais, ran the meeting as our president, Tom Edwards, left for Aruba on Saturday and will be back just in time to attend *Cabin Fever Frolic.*

The large attendance was most likely due to the subject matter of flying into Canadian airspace and being greeted on your return to the U.S. by Homeland security if you've made a mistake. We also learned about the new and improved FAASAFETY.GOV web site. We have George Coy to thank for setting up this safety seminar.

George Coy started our meeting with Trans-Border operations. George spoke about the rules and procedures of flying into Canadian or Mexican airspace. At the very least you need to squawk and talk before entering. If you're squawking a transponder code, you must be on a flight plan or using flight following. Also expect to pay a fee for landing.

Prior to your departure for Canada or Mexico, you need to register by filling out an eAPIS (electronic Advanced Passenger Information System) form. This is a notice of arrival or departure that Homeland security requires and it's a manifest of crew and passengers. That's not all… you need to notify Canadian customs and you can do this by calling 1 888- CAN - PASS and they will meet you when you land. Your time of arrival must be within ten minutes of your schedule.

Coming back into the U.S. you need to fill out another eAPIS, unless you completed a round robin eAPIS. You must also notify U.S. customs as to your intended landing site. Because you are in an airplane, you also need a valid Passport and a customs sticker on the aircraft. George was greeted with multiple questions and for those he couldn't answer, there were people from Canada in attendance that could assist.

The next group to speak made a grand entrance in a U.S. Homeland security helicopter, landing exactly on their scheduled time of arrival. They spoke about radar picking out an unplanned inbound flight into the U.S. and how they are scrambled to intercept, by jet, helicopter, plane, or car. They also spoke about what to do if you're intercepted in flight. You should communicate on 121.5 if your aircraft is equipped with a radio, or they will use signs and hand signals to direct you. They will check your aircraft documents, your license, current medical and look for anything out of the ordinary.

Then a familiar Jim Leavett stood up and quoted "I'm from the FAA and I'm here to help". Jim spoke about the Wings Program and how the FAA is trying to improve it for everyone. Their web site: FAASAFETY.GOV is about having "Safer sky's through education". FAAST (FAA Safety Team) From this web site you can learn where Events and Seminars are held anywhere in the U.S. covering many different subjects.

I went to the web site and found seminars on "10 things other pilots do wrong", or "What is Airworthy", or "What makes a good landing", and many others. I also found resources for Pilots, Mechanics, Training and Testing, Flight Instructor, and about Accident information. Jim didn't say who was paying for everything the FAA is doing to help, but we should utilize the resources.

Susan Levaque won the50/50 raffle and she donated her winnings back to our chapter. She and her partner Alan Folsom came in from Plattsburgh N.Y. and mentioned they started building a Zenair 701 in September 2008. Welcome Susan and Alan.

Jim Payne flew in from Arizona as he was interested in our group discussion on international flight. I suspect he really wanted to enjoy our winter flying and meet a great bunch of people.

Also joining our discussion was Capt. Miguel Marin who represents setting standards and recommendations for international aviation and Dr. Andre de Kock, (from South Africa) who is a Civil Aviation accident investigator.

Bob Desmarais updated us on his efforts to become a CFI under the instruction from Hobie Tomlinson.

The Secretary's minutes were accepted as published in last month's newsletter.

Frank Gibney was not available to report on the Scholarship fund for the summer camp at Oshkosh.

Don Taylor was not available to report on the EAA hanger activities as he and his brother, Earl, hadn't returned from their Caribbean cruise. Hope he brings back some sunshine!

Treasurer, Bryan Bourgeois, spoke about the membership drive to renew. If you have not renewed, please do so by sending a check made payable to EAA Chapter 613 of Vermont, to Bryan Bourgeois at 23 Butler Rd, Underhill VT, 05489.

Marge Butterfield spoke about *Cabin Fever Frolic* on Saturday March 6th at the Catamount Golf Club in Williston which will start at 6:00 p.m. **Please send your check to Marge asap if you plan to attend as she has to let the Club know the tally by Thursday, March 4th.**

Marge Butterfield also announced that there are two more Young Eagle Rallies in June. (in addition to the YE Rally at FSO on June 12th) The first one is at the *Dean Memorial Airport* in Haverhill, NH on Saturday, June 5th with a rain date of June 6th. The EAA Chapter in Lebanon hosts this rally and members from our Chapter have helped out in the past. Any rides given by our members are added to our Chapter tally. Also the 3rd annual Young Eagle Rally for the *Barre Middle School* 8th grade students will be held at MPV on Monday, June 7th, with a rain date of June 8th. Member, Mike Pecue, arranges this with the school each year. **Please call Marge Butterfield at 878-6337 if you are available to give rides for these rallies.**

Progress Report - Hangar & Aviation Center — By Donald Taylor

We are still waiting for the inspector to check the wiring. He was going to do it one Saturday, but called up and said he couldn't make it. I will try and get him this week.

I have gotten two outlets wired, so we do not have to carry cords upstairs. The wiring for the exit signs and emergency lights is almost done. Also, an outside light for the fire escape. Next is the ceiling lights.

President's Column: Tom Edwards

I noticed we got a little snow these past few days, that is by e-mail and the news. I'm sitting in Aruba with 90 degree temps, a little sun, and an adult beverage every day on the beach. Most of the flights bringing new vacationers and those leaving have been delayed or cancelled, leaving a lot of confusion for everyone.

It seems I missed an awesome meeting last month (week) with a record number of attendees. Thanks to Bob and Marge for getting the minutes done for the newsletter. I haven't been in touch with anyone to find out who is cooking for the March meeting but it will get taken care of.

I'm still working on a couple of presenters for the March meeting so check out your e-mail. Make sure to mark you calendars for the Heritage FBO meeting in April. Hobie has arranged some techs to show us some of the latest and greatest in avionics.

Tom

Legislative Update — Peter Fisk, President, EAA Chapter 986

We aviation enthusiasts often drift along feeling secure that our vocation, hobby or interest is insulated from threat of restriction or indeed danger. Reality is of course a very different thing. There are two issues at play in The Vermont Legislature that have impact on what we love, do and believe in. You need to think about what these issues mean to you and take action.

In the first case the recent proposal to install 400' high wind turbines atop Susie's peak (aka Edmunds Peak) 4.2 miles southwest of KRUT focused our minds on the physical locations of all of Vermont's airports. Most are very close to ridge lines and mountains that are ripe for some sort of development, be it cell phone towers, radio or T.V. transmitters, buildings or a myriad of other types of obstructions. Any of these might be physical flight hazards but also, and perhaps more importantly, inhibit current and future safety and utility of the airports. In the case of Rutland it was likely that the wind turbines if approved and constructed would have caused the FAA to raise the

minimums on the Runway 19 approach by 400 feet, crippling to our airport's utility and future growth. If you think that the F.A.A. will jump to our defense I'd suggest you think again.

Legislation has been introduced to the Vermont House of Representatives sponsored by Rep. David Potter of Clarendon, Gail Courcelle of Rutland, Duncan KiIlmartin of Newport City and Janice Peaslee of Guildhall that would establish a 10 mile zone around our airports within which development of any obstruction to safe air navigation and airport utility would be prohibited, or at the very least require scrutiny and approval. House bill H.732 should be in the Transportation Committee for review and action but has been shunted to the Natural Resources Committee where rumor has it the wind power advocates hope it will remain buried and die a natural death. Power politics at play as usual..(sorry for the pun!). Sadly the wind power people perceive this legislation as anti wind power and not what it is, crucial to aviation safety and economic development.

At the Thursday meeting of the Vermont Aviation Advisory Council, AOT Operations Director Scott Rogers agreed to communicate with Patrick Brennan, Chair of the House Transportation Committee and ask that the bill be moved to Transportation where it belongs. Getting this done will require a considerable show of outrage and interest from all of us. You should address your comments to House Speaker Shap Smith, <speaker@leg.state.vt.us> and House Transportation Committee Chair Patrick Brennan, <pbrennan@leg.state.vt.us>.

The point needs to be made that this is not about wind turbines, cell phone towers or condo developments, it's about aviation safety and economic development, probably the most important role of our airports.

The second case is about the potential death of another small airport. Vermont AOT has received an offer for the purchase of the John Boylan Airport in Island Pond. That action would close the airport and turn it into a log storage yard for a wood pellet plant being developed nearby(or possibly high quality investment property for a private owner??!!) Many of you know that Boylan is a small grass strip deep in the heart of The Northeast Kingdom. It's pretty remote up there and the airport is 20 miles from both Newport and Caledonia Co airports. That beautiful corner of Vermont has been undergoing a sort of renaissance of late but remains a target for economic development needs. In fact this wood pellet plant proposes to provide some 150 new jobs in the area which is a very good thing. BUT, it seems to me that sacrificing a small airport, which also fits the development needs of the community, to a log storage yard doesn't make sense. Surely in the vast Northeast Kingdom that's not the only place one could pile a few acres of logs.

The AOT has agreed to the sale pending legislative approval. Hearings are being held to weight the pros and cons of the plan. If you have strong feelings about the loss of this airport you should communicate them to your representative ASAP. You might also copy the Speaker and Transportation Chair at the e-mail addresses above. For those of you in the Rutland area Rep. David Potter is at <dpotter@leg.state.vt.us>. David is Vice Chair of the Transportation Committee. Rep Gail Courcelle (who is on the Transportation Committee) is at <gcourcelle@leg.state.vt.us> and Rep. Janice Peaslee (who is a pilot and lives in The Northeast Kingdom) is at <jpeaslee@leg.state.vt.us>

I encourage you to share this e-mail with your friends, and colleagues, wherever they are. I'd also ask that the folks from EAA Twin States Chapter, Burlington 613 and from Glens Falls distribute this to their members for input. If aviators from the entire region as well as from within Vermont feel as I do about these issues there is a chance we can influence the decisions of the Vermont legislature to preserve the safety and quality of our airport assets.

Many thanks

Peter Fisk

[Editor's Note: On Town Meeting Day, Island Pond voters overwhelmingly supported a nonbinding advisory endorsing the plan to sell the airport - see http://www.wcax.com/global/story.asp?s=12074579 for the entire story.]

Flight Advisor Corner: Hobie Tomlinson — Winter's Ice – Part III

This month we will complete our article about ***Winter's Ice*** with ***Part III, In-Flight Icing***. ***In-Flight Icing*** is trouble because it destroys the smooth flow of air across the surface of the wing. This distortion of the wing's airflow rapidly decreases the ability of the wing to generate lift, while dramatically increasing drag. Airframe ice reduces the wing's maximum lift, lowers the angle of attack for maximum lift, lowers the critical (stalling) angle of attack, adversely affects the airplane's handling qualities, and significantly increases drag. (Frost or ice accumulation no thicker than coarse sandpaper on the wing's leading edge or upper surface reduces lift by 30% and increases drag by 40%. Larger amounts can increase drag by 80% and reduce lift even more!)

The Aircraft is the first item of consideration when thinking about winter IMC (**I**nstrument **M**eteorological **C**onditions) flying. The two kinds of aircraft in the General Aviation fleet are those that are FAA Certified for flight in "***Icing Conditions***" and those that are not. The FAA approval for "Known Ice" is part of the aircraft's certification documentation and this approval must be listed in the "Approved Operations" section of the Aircraft Flight Manual, Pilot Operating Handbook, or other official aircraft paperwork to be valid. The fact that an aircraft may have some anti-icing (i.e. propeller heat) or de-icing equipment (i.e. de-icing boots) installed does not necessarily mean the aircraft is actually FAA approved for flight in "Known Icing" conditions.

Aircraft Not Certified for flight in "Known Icing" conditions have limited IMC cross-country capability during the "cold season" of the year**.** ***Needless to say, these aircraft need to be kept out of icing conditions*****!** In addition to the obvious violation of the Federal Air Regulations, several other issues occur when attempting to operate these aircraft in icing conditions. Some of these issues are as follows:

- All areas of the aircraft (not just the wings) which are exposed to the slipstream will quickly accumulate ice. A blocked pitot tube can quickly cause the airspeed indicator to read zero. During prolonged icing conditions, the Pitot tube drain port may also ice over, turning the airspeed indicator into a type of altimeter. When this happens, the indicated airspeed reacts to altitude change (increasing as the aircraft climbs and decreasing as the aircraft descends) instead of reacting to speed changes. Several accidents (Including a Northwest B727) have been caused by this effect when the pilots either climbed until they stalled or dove until they reached destructive airspeeds, all while trying to correct the errant reading of a now defective instrument!
- Icing can also block the carburetor air intake's air filter, cutting off the engine's air source and causing engine failure or large power reductions. In the case of non-fuel injected engine, the moisture can produce severe carburetor ice.
- Control surfaces have not been designed with adequate clearances for icing conditions. As ice accumulates on exposed (deflected) balance panels of the control surfaces, the ice will "bridge" the control surface clearance gaps and cause the control surfaces to bind or even jam. If you look at the control surfaces on aircraft approved for known icing, you will notice that they have large control surface gaps to preclude this very issue.
- Unheated fuel vents can quickly become blocked with ice, causing engine fuel starvation. Bladder type fuel tanks may collapse due to the fact that air is unable to enter the tank and replace the vacuum being created as fuel is drawn out.
- Ice accumulating on the propeller blades rapidly reduces the ability of the propeller to efficiently produce thrust. This causes an effective reduction in power, in addition to introducing vibration as icing unbalances the propeller blades.
- Iced-over windshields eliminate all forward visibility, making approach and landing extremely difficult.
- The aerodynamic qualities of the aircraft become unknown. The aircraft will stall without warning at a much lower angle of attack and higher airspeed. In addition, it may develop pitch and/or roll instability – even to the point of aileron "snatch." (This is when the wing center of pressure moves aft

far enough to impact an aileron and suddenly drive it to full deflection.) Because the wing section near the tip is thinner than the wing section near the fuselage, the outer wing section will accumulate ice more quickly. This causes the wing to stall at the wing tips (rather than at the wing roots) first, seriously degrading - or eliminating - the ailerons ability to provide roll control.

- The aircraft may become susceptible to tail stall during the landing approach.

Aircraft Certified for flight in "Known Icing" conditions are the ones we will be talking about during the remainder of this article. The first issue we should address is the use of Pitot heat. It amazes me how may pilots never turn on the Pitot heat. This is a bad habit to get into because it is just a matter of time until you find yourself with an airspeed indicator reading ***zero!*** Heated Pitot tubes have a very long useful life and about the only way they can be damaged is by leaving them on for extended periods while on the ground. (Without the cooling airflow of flight, they will overheat and burn out the heating element.) The proper habit (procedure) to develop is to turn on the Pitot heat before takeoff when you turn on your transponder and then to turn the Pitot heat back off after landing when you turn off the transponder. I would recommend developing this procedure for all flights, but at the very least it should be used for all night and IFR flights.

Route and Altitude selection is the next consideration. As was previously discussed in last month's article, winter IMC routings should favor higher enroute altitudes and lower terrain whenever practical. Because light piston engine aircraft rapidly loose the ability to climb once ice is encountered, the higher enroute altitudes give the most enroute flexibility. When this is combined with lower MEAs (**M**inimum **E**nroute **A**ltitudes) on "valley routes," maximum enroute flexibility exists to deal with icing issues. ***Remember, mountains are "weather makers" and this includes exacerbating any icing conditions that may exist.*** This is especially true of the upwind (windward) side of the mountains where the prevailing wind is being forced up by the mountain slopes.

Departure and Enroute Climb techniques are important to ensure reaching enroute cruise altitude with as little ice as possible. The best strategy (when cloud tops allow) is to climb through the icing layer to a cruise altitude which is "on top." Many times this is possible behind a winter cold front. If that is not the case, the next best options - in order of desirability - are as follows: 1) If you find an altitude between layers in the climb, stay there, 2) If the lower altitudes have temperatures above freezing, stay near MEAs, and 3) If the freezing level is at or near the surface and colder temperatures are aloft, climb to a higher altitude in order to obtain a temperature as far below freezing as possible. ***As a general rule, the colder the air, the less ice (liquid water) the clouds will contain.***

The Typical Icing Range is between +5 degrees Celsius (+41 degrees Fahrenheit) and -20 degrees Celsius (-4 degrees Fahrenheit) with the worst icing occurring between 0 degrees C and -10 degrees C. Over-running winter warm fronts are notorious ice makers, so be very wary of temperature inversions, especially when associated with a winter low pressure system. (This is extra true in the mountains!) Make sure the weather conditions allow for a return to the departure airport in case the icing is worse than forecast. Immediately transition the aircraft to cruise climb airspeed after takeoff and keep airspeed up during climb. The higher climb airspeed keeps the aircraft body angle lower during the climb phase which exposes less of the airplane surface to ice. Try to work with ATC to obtain an uninterrupted climb to enroute altitude, even if it means accepting a vector for climb. Occasionally cycle the propeller RPM (by 200 RPM) in climb, which flexes the propeller blades and helps centrifugal force shed ice from the blades. Don't be surprised by sudden vibration when doing this, as the ice never sheds evenly from the blades but instead causes momentary propeller blade imbalance.

Enroute Cruise is the monitoring phase of flight. The important strategy in cruise (especially when an icing potential exists) is to maintain a high level of situational awareness and always keeps options (i.e. "an out") readily available. Some specific items which should be continuously monitored are as follows:

- Constant awareness of position, suitable enroute airports, and current weather at those airports is information which should be continuously updated (by monitoring AWOS) while enroute. Know which airports have instrument approaches and whether they currently are VFR or at least above approach minimums. Reconsider flying any route which does not provide suitable enroute diversion capability!
- Continual evaluation of current weather verses expected (forecast) weather. This includes the weather trend (improving or worsening), cloud types (air mass or frontal), moisture type and content as well as the temperature trend.
- Constant use of anti-icing/de-icing equipment is recommended whenever flying in icing conditions. Modern de-icing boots do not have any "ice-bridging" issues and should be continuously used whenever icing conditions exist. The same is true for all other anti-icing/de-icing equipment.

- Continual evaluation of current icing level being experienced. The icing levels listed in the Aeronautical Information Manual are as follows:
    - **Trace** icing is when icing first becomes perceptible. The rate of accumulation is slightly greater than the rate of sublimation. This level of icing is tolerable for brief periods even in non-equipped aircraft.
    - **Light** icing is when the rate of accumulation may create a problem for prolonged flights (over one hour). This level of icing is continuously flyable in "Known Icing" equipped aircraft. Non-equipped aircraft can tolerate this icing level for brief periods, but must find a way to exit this level or divert.
    - **Moderate** icing is when the rate of accumulation is such that even short encounters become potentially hazardous. This level of icing is flyable for short periods in "Known Ice" aircraft but requires immediate diversion in non-equipped aircraft.
    - **Severe** icing is when the rate of accumulation is such that deicing/anti-icing equipment fails to control the hazard. This level of icing requires diversion even by "Known Ice" aircraft.
    - **SLD** (Super Cooled Liquid Droplet) icing is when the moisture content is such that "runback" is causing ice to form behind the protected surfaces. This level of icing is not continuously flyable in any aircraft and immediate diversion is necessary.
- Continual evaluation of current icing type being experienced. The icing types listed in the Aeronautical Information Manual are as follows:
    - **Rime** ice is associated with stratus clouds and has a rough, milky white appearance. It generally follows the contours of the surface closely and takes longer to accumulate serious amounts than clear ice.
    - **Clear** ice is associated with cumulus clouds and has a lumpy translucent appearance. It builds faster than rime ice and conforms less to the shape of the wind. With large accumulations, upper and lower ridges ("horns") will form behind the leading edges. Clear ice can accumulate serious amounts in a relatively short time.
    - **Mixed** ice is a combination of both Rime and Clear Ice. Mixed icing is usually associated with occluded fronts and mountainous areas.
- Maintain extra speed in icing conditions. Higher propeller RPM and lower body angle will expose less of the aircraft to impact icing. Occasionally cycle the propeller a couple of hundred RPM to help clear the blades of ice. Airspeed vs. power setting is the best measure of the affect of any ice accumulation. Once the aircraft has dropped 20 knots below a normal 65% power setting cruise speed (using a 75% power setting), it is time to initiate the diversion process. Airspeed discipline is critical for safely flying icing conditions. Lower performance aircraft will not tolerate as big an airspeed loss as higher powered ones. ***Have a predetermined diversion point and stay with it, do not keep moving the line!*** Once the "trigger point" is reached, implement the diversion plan and never be without one. Never let airspeed drop below the typical "cruise climb" airspeed without initiating your diversion plan. Request an amended ATC clearance with a lower altitude and begin a gradual descent. Keep ATC informed of the situation and any additional clearance amendments you require. The process when requesting an amended clearance that is not reasonably timely in forthcoming is to add the word ***Immediate*** when restating your request. Should the situation really begin to deteriorate, ***declare an Emergency!*** You then tell (no longer ask) ATC what your intentions are.
- Turn off the autopilot during icing conditions as it may mask control and trim issues caused by the icing conditions. Should the effects of icing cause control loads which exceed the autopilots servo control power, you could face an unanticipated autopilot disconnect combined with an immediate control surface deflection!
- Use Maximum windshield defrost to keep the windshield as free from ice as possible.
- Stay ahead of the situation and don't panic. Know your aircraft, Pilot Operating Handbook (or Airplane Flight Manual) and diversion options. As they say in the military, "Fly as you train and train as you fly."

Approach and Landing issues with airframe ice are as follows:

- Fly a precision approach to a long runway if at all possible. This will allow a constant descent with stable power rather than having to level off at step-down fixes, which may be difficult or even impossible. It will also make the landing easier when the windshield's field of view has been restricted by ice. Do not try to use short runways when carrying ice. This has caused more than one accident (including the Aerostar at Mt. Snow Airport in Vermont).
- Do not begin any approach while carrying ice unless the weather is such that successful completion of the approach is certain. An aircraft carrying ice has very limited (or no) climb performance and is unassured of the ability to successfully complete a missed approach.

- Land with flaps UP if carrying enough ice to make performance marginal. If the airframe has any residual ice, never use more than approach flaps for landing. This will eliminate the tail stall issue, as it primarily relates to a "full flap" condition. Speed discipline is again important. Maintain at least 10 (but not more than 20) knots above the normal approach airspeed and do not reduce the engine power until landing flare. If the airplane has substantial ice, it may well stall abruptly during the landing flare and drop into the runway.

With that we complete our series on ***Winter's Ice.*** Next month we will take a look at **Spring's Winds.** The thought for this month is **"Fate is the hunter for those least prepared"** ~ *Ernest K. Gann, Airline Pilot and American Author*. So until next month, be sure to **Think Right to FliRite!**

Cessna 140 - Approaching Rwy 19 @ BTV - Winter of 1962

Safety Tip By Don Taylor — Ice

Ice, we have plenty of ice, but after the warm weather we have had it is very unstable - so, please do NOT go on ponds, rivers, or the lake.

The "safe way" is to **stay away**.

Did You Know? By Don Taylor — Secure Your Stuff

An employee who works for Prestige Aircraft at Franklin County Airport and lives in Highgate, parked his new 2010 Toyota pickup in his driveway. He got up to go to work in the morning and noticed his truck was tilted on the passenger side. He checked and both wheels were gone, and the truck was on the ground. Boy, today they will steal anything, whether it is nailed, screwed, or welded.

Now here is another one: you can lock your airplane, put a club on the yoke or whatever. They don't want your airplane... you get to the airport in the morning to go for a flight, you go to check the oil... but there is no dipstick. You check the cowling, and there is no engine. They are stealing engines to put in airboats.

Young Eagles: Donald Taylor

We have no pilots reporting Young Eagle flights for 2010.

We have just received confirmation on our Young Eagle chits from EAA headquarters. We were credited with 201, with a value of $1005. The next step will be deciding how to apply them.

Young Eagle Rides and Fly-Ins:

International Young Eagles Day, Saturday June 5th
Franklin County Airport (FSO), 9-4 (Note: Earlier than EAA's date due to school schedule)

Maybe:

Montpelier, VT	Newport, VT
Shelburne Day	Adirondack Regional Airport, NY
Basin Harbor	

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, March 21st from 9:00 - 11:00am.

Hope to see you there!

SUN 'n FUN International Fly-In & Expo | APRIL 13-18, 2010 Lakeland, Florida
www.sun-n-fun.org

Special Invitation to the Membership of EAA

Join us this April for the 36th annual gathering of SUN 'n FUN
Spring Break For Pilots!

No better time or place to celebrate the fellowship and values of your EAA membership!

**** YOUNG EAGLE RALLY AT DEAN MEMORIAL AIRPORT ON JUNE 5TH ****

By Marge Butterfield

The *Dean Memorial Airport* in New Hampshire, (not far from MPV) is hosting their 14th annual "Airport Awareness Day" with a Young Eagle Rally on Saturday, June 5th. Some of our members have taken part in this Young Eagle Rally in past years and all rides given are allocated to our Chapter. They are planning to have Broxton Freeman, a controller at the Lebanon Airport, handle the radio work for all traffic. If anyone is available to fly Young Eagles on that day, please call **Marge Butterfield** at 878-6337.

**** Young Eagle Rally at MPV on June 7th ****

By Marge Butterfield

Mike Pecue has arranged the annual Young Eagle Rally for the 8th grade students at *Barre Town Middle and Elementary School* and the kids are really looking forward to it. The Young Eagle Rally is scheduled at MPV on Monday, June 7th, with a rain date of June 8th.

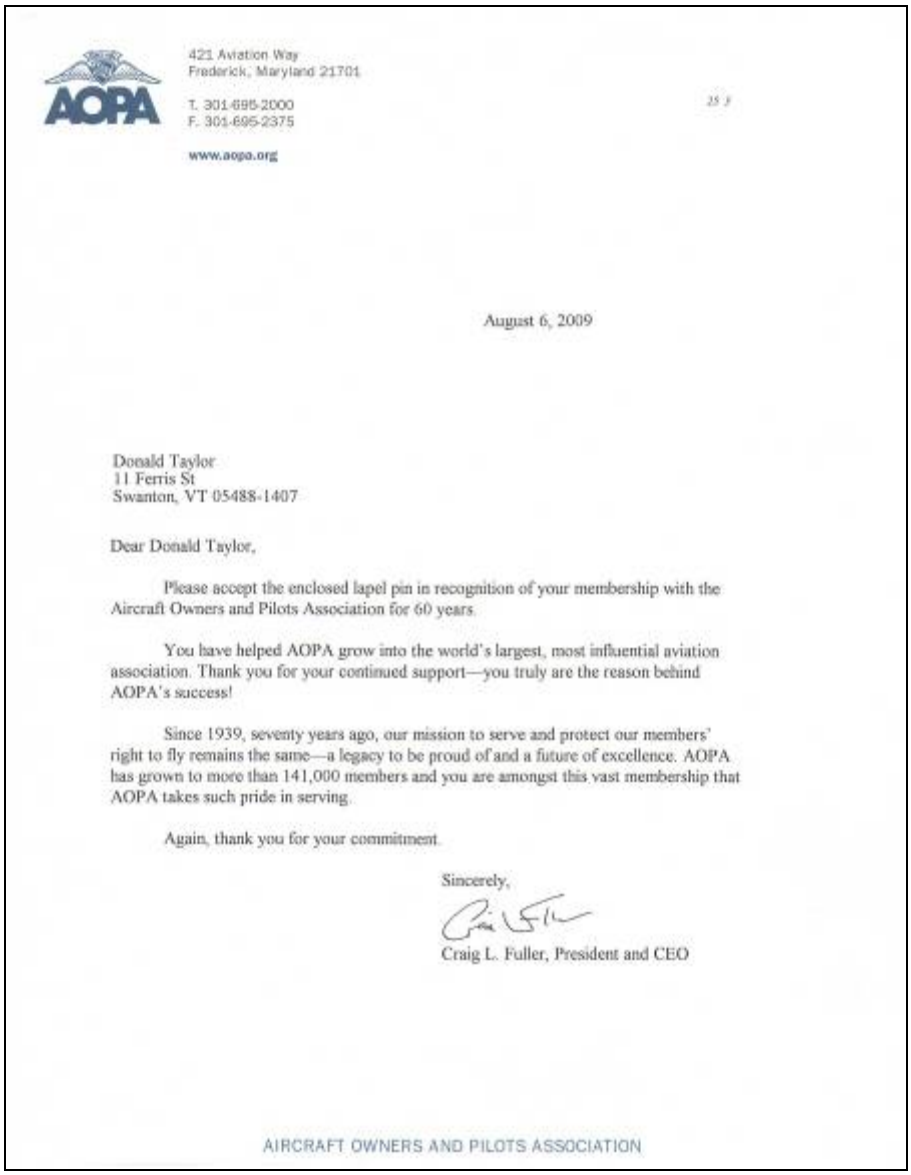
We will need pilots and some ground crew to help with the paperwork. Please call **Marge Butterfield** at 878-6337 to sign up. Mike does a great job with the kids by spending a day at the school and actually teaching them the basics. If the students do well on their exams, they qualify for a Young Eagle ride. There are usually around 90 students that make it. So, don't delay, make this event a part of your day on June 7th!

Calendar of Events

March 6	Cabin Fever Frolic, Catamount Golf Club, Mountain View Road, Williston, 6pm
March 20	EAA 986 Shop Visit, Paul Bessler's in Ticonderoga, NY (for details see www.greenmountainflyers.org)
March 21	Pancake Breakfast – Franklin County Airport (FSO), Highgate, VT, 9 – 11 am
April 3	EAA 986 Shop Visit, Dave Anderson's project , Middlebury Airport, 10am - Noon
April 13-18	Sun n' Fun, Lakeland Linder Regional Airport (LAL), Lakeland, FL
April 25	Pancake Breakfast – Heritage Flight, Burlington International Airport (BTV), Burlington, VT, 9 – 11 am
May 15	EAA 986 Open Hangars @ KRUT, west ramp, rain or shine, and FOOD!!!
June 5	17th Annual International Young Eagles Day, Franklin County Airport (FSO), Highgate, VT, 9 am – 4 pm (NOTE: Change of date from last hardcopy newsletter)
June 5	Airport Awareness Day/Young Eagle Rally, Dean Memorial Airport (5B9), Haverhill, NH (Marge 878-6337)
June 7	Young Eagle Rally @ MPV, pilots and ground crew needed, rain date of June 8th (call Marge @ 878-6337)
June 19	EAA 986 Annual Taildragger's Rendezvous Fly-In Breakfast, KRUT <www.greenmountainflyers.org>
July 26-August 1	AirVenture 2010, Wittman Regional Airport (OSH), Oshkosh, WI

OFFICERS/COMMITTEE MEMBERS

President	**Phone**	**Address**	**e-mail**
Tom Edwards	355-1656	250 Eagle Mountain Rd Milton VT 05468	k1kbl@msn.com
Vice President			
Bob Desmarais	872-8449	399 Old Stage Rd, Essex Junction VT 05452	rjdesmar@us.ibm.com
Treasurer			
Bryan Bourgeois	899-1333	23 Butler Rd, Underhill VT 05489	bbourg@lightshiptech.com
Secretary			
Vacant			
Newsletter Editor			
Bruce Richardson	229-2460	975 Crosstown Rd, Berlin VT 05602	bbrichardson@yahoo.com
Scholarship Committee			
Frank Gibney	879-7419	1147 Sunset View Rd. Colchester VT 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868-3809	11 Ferris St., Swanton VT 05488	
Technical Counselor			
John Butterfield	878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@verizon.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg VT 05440	webmaster@grnmtsolutions.com



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

August 6, 2009

Donald Taylor
11 Ferris St
Swanton, VT 05488-1407

Dear Donald Taylor,

Please accept the enclosed lapel pin in recognition of your membership with the Aircraft Owners and Pilots Association for 60 years.

You have helped AOPA grow into the world's largest, most influential aviation association. Thank you for your continued support—you truly are the reason behind AOPA's success!

Since 1939, seventy years ago, our mission to serve and protect our members' right to fly remains the same—a legacy to be proud of and a future of excellence. AOPA has grown to more than 141,000 members and you are amongst this vast membership that AOPA takes such pride in serving.

Again, thank you for your commitment.

Sincerely,

Craig L. Fuller, President and CEO

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

[Editor's Note: Congratulations to Donald Taylor for his 60 years with AOPA!]

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

FIRST CLASS MAIL

March 2010